December 1935

Southern Pacific Bulletin

At Meal-time . . . Service . . . a Scenic Cinema

Southern Pacific Bulletin

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65 Market Street, San Francisco, California

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On Getting Freight

Among the passengers arriving at the Kansas City Union Station aboard the Golden State Limited of the Southern Pacific-Rock Island one day recently was a family of six enroute to their Minneapolis home after a vacation at X Bar B Ranch, near Elgin, Arizona.

During the short wait before the connecting train left for Minneapolis they decided to stroll around the station. As they walked away from the train platform, one of the party inquired, "What time does the train leave?" The information was incorrect and when the group came back they found that their train, with their luggage and personal effects, had been gone several minutes.

What to do!

Without hesitating to argue whose fault it was, the Rock Island folks, our partners on the Golden State Route, chose the courteous and prompt way. In a few minutes the six were aboard a Chicago train. A wire was sent to hold the Minneapolis train at the junction city, Allerton, Iowa, until the Chicago train arrived, and before long the six were on their right train, again headed for home.

That's all there was to it.

True, the Minneapolis train was delayed a few minutes, and there was a little extra work involved in making the arrangements to hold the train. But—as W. W. Hodgman, Jr., of X Bar B Ranch writes Vice President J. T. Saunders of the Southern Pacific:

"That act of kindness brought the Southern Pacific and Rock Island many cars of freight."

This incident, measured by tremendous good will and dollars of revenue, was referred to but casually by Mr. Hodgman, who wrote specifically to thank Southern Pacific for the refund of a dollar on a more recent freight shipment.

"I appreciate this thoughtful service, which I have always found typically Southern Pacific. . . . Since 1912 I have used S. P. between Minneapolis and the Pacific Coast. My parents and relatives have also gotten in the habit, because they have heard me rave about the service, meals, etc. . . . All in all, your line can't be beaten. . . ."

Hostess Favors S. P.

One of our women employes at Oakland Pier tells of an incident that is particularly appropriate for this issue featuring the Dining Car Department, as it illustrates the value of an excellent meal well served in winning friends for the Company.

When complimented on the dinner served at a party attended by our S. P. lady, the hostess replied: "Well, it ought to be good for it is all a standard Southern Pacific dinner, and every dish is made from their recipe book."

She explained that on a recent trip she was so pleased with the preparation and seasoning of dishes served her in the dining car that she obtained one of the Company's recipe books, which has since been a guide in her cooking.

Another Victory

Team work won for Stanford University's football team in its traditional game with the University of California at Palo Alto on November 23. And on the same day, team work in the ranks of Southern Pacific's operating and traffic forces, likewise, won distinction for our Company when more than 30,000 persons were transported in 43 special trains with the railroad making a perfect score in safety, speed and general all around efficiency.

There have been larger train crowds in former years, and the job of moving the Big Game traffic is an old story to veteran forces on the Coast and Western divisions, as well as to those in the General Office departments who for years past have played an important part in the operations.

But the boys haven't gone stale on the job. Big Game crowds always inspire these railroaders. They are found on their toes all along the line ready to come through with another of those performances that wins friends and new customers.

Perfection is born of long practice, and this year's performance established a new high mark in careful planning, skilled train operations, and expert crowd handling.

The five principal tests of passenger satisfaction, it is claimed, are safety, speed, comfort, economy and on-time arrival. Greatest of these is safety; and in this the railroads far excel all other forms of transportation.

The Family Album

MARK WILSON
Station Agent, Porterville

Being a good scout and a leader of Boy Scouts pretty aptly describes Mark Wilson. His field of activity is centralized in the famed citrus belt surrounding Porterville, California. For the last eight years he has been deep in the councils of the Boy Scouts of America, serving at present as chairman of the Tule River District in Tulare County. He was chosen to represent the Southern Pacific Company in a recent trek of the Boy Scouts of the San Joaquin Valley to their summer encampment in New York, and has been highly commended for his generalship in handling the details of the trip and looking after the care and comfort of the boys. In addition to his Boy Scout affiliation, Mark is prominent in and around Porterville in civic, fraternal and business organizations. He has had thirty-three years' service with the Company as warehouseman, telegrapher and agent.

WM. MERRIMAN
Retired Freight Station Agent, Oakland

For more than twenty years, Wm. Merriman, has been agent at 5th and Kirkham freight station in Oakland, California, from which position he now retires on pension after 46 years 7 months with the Company. During his years at Oakland station, which is the main freight terminal for the large East Bay metropolitan area, he established a high standard of station performance, particularly since the fast merchandise store-door pickup and delivery service has been in effect. Born at Central Point, Oregon, July 7, 1872, he began work in April, 1889, as a telegraph operator on the Company's lines in that state. He was agent at the Portland freight station for 12 years before coming to Oakland in April 1915. In recent years he has been active in the Association of American Railroads, Freight Station Section, and has served as a national committeeman.

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FOOD: *How S. P. Serves 4,500,000 Meals Annually on A Moving Dining Table That Extends Over Eight States*

Picture, if you can, an extension dining table long enough to reach across mountains and valleys, deserts and plains in eight western states!

This may sound too fanciful for serious consideration. But such a table is not as fabulous as it seems. As a matter of fact, one of this very kind is represented by the dining cars of the Southern Pacific Company.

Operating on 16 established runs over 4800 miles of line, the Company's diners, in effect, extend from Portland, in the north, to El Paso and Tucumcari, in the south, and from Oakland to Green River, Wyoming, in the east.

Just to provide the regular daily service, with no accounting for special trains or extra sections, 67 dining cars are required. These cars are put to use during 96 meal periods each day. And since a train travels approximately 100 miles during a meal period, it develops that meals are being served while trains move 9600 miles a day.

Presiding at the head of the table, and charged with the responsibility of serving it, is Harry A. Butler, manager of Southern Pacific's dining car, hotel, restaurant and news service activities. From headquarters in the Company's general office at San Francisco, he calmly surveys, as his principal field of action, the full extent of Southern Pacific's Pacific Lines.

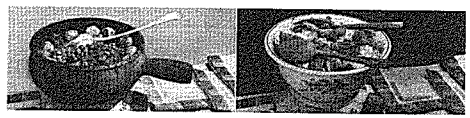
This brings into immediate view the states of California, Oregon, Nevada, Utah, Arizona, New Mexico and bits of Texas and Wyoming. But that isn't all. He must look even farther and include Oklahoma, Kansas, Iowa, Louisiana, and Illinois, to which states his activities, other than dining car service, are extended over connecting railroads.

Harry A. Butler, manager of dining cars, hotels, restaurants and news service, Pacific Lines.

Always Ready

Wherever meal time finds a passenger train on Pacific Lines, then and there must the Company's highly trained organization be ready to lay snowy linen upon the tables, set the places with shining silverware and china, and serve the finest food and drink—for that and nothing less will do for Southern Pacific patrons.

In the territory reached by connecting lines, Southern Pacific's catering operations are confined to serving refreshments in club cars. But this is no small task in itself, since it reaches so far from the Company's main base of control. Yet the work is carried on as if it were near at hand.

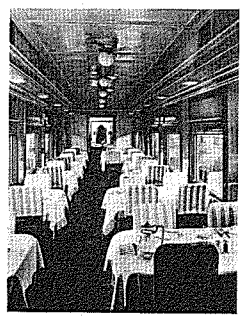


Twin favorites with our dining car patrons. The Casserole, left, contains choice cuts of lamb cooked with vegetables and served piping hot in an earthenware bowl. The Salad Bowl is made of crisp lettuce and vegetables, with distinctive French dressing.

Viewed in its entirety, this department operates in dining cars, club cars, observation cars, all-day lunch cars, ferryboat restaurants and soda fountains, station restaurants and hotels, station soda fountains and employes' railway clubs, in addition to the handling of the news service on trains and boats and at stations.

These combined activities are conducted over 7300 miles of line in 14 states. A force of 1250 employes is required for this extensive enterprise, distinguished as one of the largest of its kind.

On account of its intimate nature, the service performed by the Company's dining car department is of major importance in the maintenance of friendly relations between the railroad and its patrons, and the success of the Company, in no small part, is due to the high standard of efficiency maintained in its catering branch, which strives constantly to render prompt, courteous and complete service.



Spick and span in fresh linen and shining silver, the spacious air-conditioned diner presents an inviting appearance.

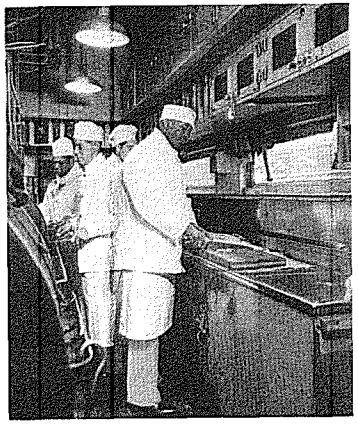
Until quite recently, the commonest criticism of dining car service, as a whole, was that dining car prices were beyond the average traveler's budget.

The inauguration of what is termed "Meals Select" service was the solution of the problem. This forward step in dining car catering was taken in January 1933. It introduced the serving of full course meals with the price of the entree determining the price of the entire service. Immediate success attended the venture, with the result that it was not only extended over Southern Pacific's vast system, but has since been widely copied by railroads throughout the United States.

Meals at Moderate Cost

A la carte selections are still available on all Southern Pacific diners and the patron has the option of choosing his meal from this source or taking advantage of the Meals Select feature which enables him to obtain a complete meal at moderate cost. Breakfasts of this type range in price from 50 cents to 90 cents, while luncheons and dinners range from 80 cents to $1.25, the price of the entree, as has been pointed out, determing the cost of the entire meal, which includes soup, salad, bread and butter, entree, vegetables, dessert and beverage.

On certain trains Southern Pacific also serves what is known as the "Continental Dinner," a meal of elaborate proportions, consisting of fruit or avocado cocktail, olives, celery, soup, fish, entree (with choice of tenderloin or sirloin



In this tiny kitchen, 14 feet 9 inches long by 6½ feet wide, the dining car chef and his three assistants prepare meals for as many as 150 persons during a meal period. Left to right—Wm. Bartlow, Suthern J. Conley, Joe Alonzo, and Anderson Fields.

steak, lamb chops or broiled chicken), vegetables, salad, bread and butter, dessert, the "cheese crock" and demitasse. The charge is $1.50, and the dinner is unsurpassed for quality and price.

The great majority of passengers, however, prefer the Meals Select. Immediately following the adoption of this type of service, the number of meals served increased 14 per cent. This was based on the relation of the patronage to the number of passengers carried on trains where diners were operated, and the increase in popularity took place at a time when the financial condition of the country was becoming more unfavorable from month to month, with a tendency toward a diminishing patronage for the diners. It would therefore be reasonable to assume that popularity had increased 20 per cent as a result of the innovation.

Million and Half Meals

In 1933, Southern Pacific diners served a total of 1,068,061 meals; 1,261,814 in 1934, and it is estimated that 1,480,000 will be served in 1935.

During the 10 months ended October 31, 1935, 85,300 meals were served in diners in connection with special train movements. For instance, the Rotarian convention in Mexico City called for the assignment of five diners, and these cars served 14,237 revenue meals in a period of 13 days. In connection with the Boy Scout excursions to eastern points this last summer, 29,683 revenue meals were served by seven diners.

The results of the dining car service are all the more remarkable when it is pointed out that the average diner is approximately 75 feet long, and nine feet, 10 inches wide. Since by far the greater part of the floor space is given over to the tables, the kitchen crew has little room in which to work. The pantry measures 6½ feet by 11 feet over all, and has standing space measuring 4 feet by 8 feet. The kitchen measures 14 feet, nine inches by 6½ feet, and has standing space measuring 2½ feet by 14 feet, 9 inches.

In these tiny quarters meals are prepared for as many as 150 or more persons during a meal period. This is remarkable when compared with the performance of a commercial restaurant where quarters are ample and all other conditions are favorable to the expeditious handling of patrons.

In the diner kitchen are a chef and three assistants working in a compartment which allows each man a space approximately 4 feet square. But this seemingly impossible condition is compensated for by the skillful arrangement of equipment, so that each man is enabled to perform his duties within the scope of small space, and without interfering with the movements of his co-workers.

On Land and Water

So far, this account of Southern Pacific's dining car department activities has been the story of a land-going enterprise, for railroads are attached to solid ground and seldom, of course, run over water. But Southern Pacific is different. Not only does its trains "go to sea by rail" over Great Salt Lake; the Company also engages in extensive ferryboat operations on San Francisco bay, both in the passenger and automobile carrying fields. It follows, therefore, that Southern Pacific's dining car department takes to the water like a true amphibian.

Restaurants are maintained on all ferryboats of the Southern Pacific and the Southern Pacific Golden Gate Ferries, Ltd. There are seven established runs and during normal times a total of 19 boats are in service. But on days when football games are played at the University of California in Berkeley, and on holidays when motor travel in and out of the San Francisco bay district is heavy, the number of boats is increased greatly, sometimes to as many as 32. For the conduct of this service, the department has a force of 300 employes.

In 1933, a total of 1,946,519 revenue meals were served on the boats; in 1934 the number rose to 2,010,985, and it is estimated that 2,120,000 patrons will be handled in 1935.

Ferry Soda Fountains

Soda fountain service also plays an important part in connection with the ferryboat operations. The popular trend toward this type of service was clearly recognized a number of years ago, and in 1928 a soda fountain was opened, as an experiment, on one of the Company's boats. It met with immediate success, and additional units were soon installed on other boats. A total of 926,000 persons were served at the soda stands in 1934, and it is believed the 1935 patronage will increase to 1,080,000. Nearly all of this patronage represents business that otherwise would have been lost.

When the activities of the dining car department were listed in the fore part of this article, News Service was included. This function may properly be coupled with Coach Luncheon Service in the following descriptive matter, for the two are closely allied.

Southern Pacific took over operation of news service on all trains on Pacific Lines in 1927, and the ferryboat and station news stand service was acquired at the start of 1929. Previously the service had been conducted by a private company, in the role of concessionaire.

News stands are now operated by the Company at 15 principal stations, and train news agents operate on eight runs out of Oakland Pier, eight out of Los Angeles and four out of El Paso. A total of 70 news agents and 27 news agents' helpers are employed.

Effective August 1, 1935, Southern Pacific established what was termed Coach Luncheon Service on the Cascade. It was in the nature of an experiment, which proved successful, and was extended progressively to all trains, the installation being completed September 17. This service provides for the dispensing of food and beverages in coaches and tourist cars, along with the rental of pillows, and represents a popularization of the "Off the Tray" service which had been conducted from dining cars.

"Five and Dime" Service

Now referred to as "Tray Service," this activity of the dining car department is conducted by train news agents and their helpers, who have been employed exclusively for this work. Prices of refreshments purveyed in this manner are entirely within the "five and dime" brackets. Hot coffee, cream, and, in some cases, sandwiches are pro-

(Continued on Page 12

PROMOTIONS: *Freight and Passenger Departments Announce Several Advancements*

Several promotions have been announced by the Freight and Passenger Traffic Departments, to fill vacancies occasioned by the recent deaths of L. B. Banks, former general agent at St. Louis, and H. E. Ish, who was district freight and passenger agent at Reno.

Press Bancroft, who has been district freight agent at San Francisco since May 1931, is advanced to general agent at St. Louis. Entering the service of the Company in June 1910, Bancroft held various positions on the Portland, San Joaquin and Tucson divisions until July 1917 when he was appointed traveling freight and passenger agent at Tucson. Later he was district freight and passenger agent at Phoenix, and in March 1922 became general agent at Salt Lake City. He remained there until appointed district freight agent at Oakland in May 1931, followed by the appointment to his recent position in San Francisco.

C. M. Biggs has been moved up from district freight agent in Oakland to succeed Bancroft in San Francisco. Biggs began his service with the Company as city freight agent at Seattle in January 1917. He became traveling agent, Traffic Department, at Seattle in July 1923; industrial agent at Portland in October 1925; general agent at Seattle in June 1928; district freight and passenger agent at Klamath Falls in January 1930; and district freight agent at Oakland in May 1931.

P. P. Dougherty, who has been general agent, Merchandise Traffic, at San Francisco since May this year, moves to Oakland as district freight agent. Dougherty came to the Company in December 1916, holding various positions in the General Freight Department until appointed chief clerk of the District Freight Office at San Francisco in December 1923. He advanced to district freight and passenger agent at Modesto in May 1931, where he remained until appointed to his recent position in San Francisco.

Theodore Bergerson becomes district freight and passenger agent at Reno, returning to a territory where he is already widely known. He started with the Company as an agent in 1903; was appointed traveling freight and passenger agent at Reno in 1916; livestock agent at that point in 1920; and has been district freight and passenger agent at Fresno since May 1931.

W. P. Jennings has been appointed district freight and passenger agent at Fresno. Jennings came to the Company in April 1905, holding various positions in the Freight Traffic Department, and in March 1920 became traffic manager of the Central California Traction Company at Stockton. In May 1931 he was appointed assistant district freight and passenger agent for Southern Pacific at Stockton, and was advanced to district freight and passenger agent there in September 1932.

Herbert E. McNaught, who has been district manager of the Pacific Motor Transport at Los Angeles since March 1934, succeeds Dougherty as general agent, Merchandise Traffic, at San Francisco. McNaught has been with Southern Pacific since June 1920, serving in various capacities in the District Freight Office at San Francisco prior to taking his recent position at Los Angeles.

RALLY: *Alameda Commuters Have Ferry Boat 'Big Game'*

The annual Stanford-California Big Game Football Rally of Alameda Commuters was held on the 7:50 a. m. boat from Alameda Pier November 23rd.

The ferry Piedmont was practically turned into a miniature stadium during the trip across the bay to San Francisco. Standard Oil Company furnished a public address system with loud speakers located throughout the boat, which carried a vivid word portrayal of plays expected to be recreated in Stanford Stadium that afternoon, as well as picking up yells and songs of the two universities.

Captain Henry Williams was the skipper on the Piedmont that morning, and G. J. Elliott, of the General Manager's Office, represented Southern Pacific to cooperate with the committee handling the affair.

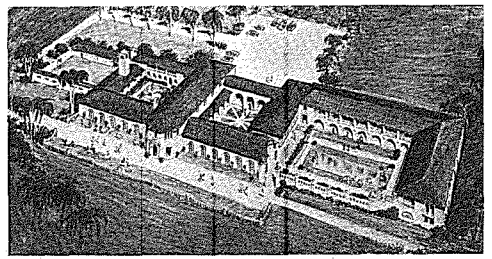
SNOW: *Motion Pictures of Winter Sports Are for Loan*

In order to promote widespread interest in winter sports and to acquaint as many people as possible with the attractions and accommodations at the various resort centers in the high Sierra regions, the State Chamber of Commerce has two reels of 16 M/M motion picture film, which are in almost constant demand for use at dinners, luncheons, fraternal and club meetings, and school affairs.

Agents or others interested in obtaining use of the reels for their local organizations should address or phone the Winter Sports Committee, California State Chamber of Commerce, Ferry Building, San Francisco.

The two reels were filmed last winter in the Truckee, Tahoe, Cisco, Yosemite and Lake Arrowhead regions by Loyal Himes of the Company's Duplicating Bureau in San Francisco.

MEXICO: *Southern Pacific Now Building New Hotel Resort on Beach Near Guaymas*



Artist's sketch of the new resort hotel the Southern Pacific of Mexico has built near Guaymas, popular stopover point on the company's West Coast Route to Mexico City

Located on the shore of Bocochibampo Bay just outside the city of Guaymas, the Southern Pacific of Mexico is building an attractive hotel which is expected to be opened January 20.

The new hotel, to be named Playa de Cortes, will provide modern accommodations for visitors attracted to the Guaymas region for fishing and hunting, and will be a delightful stopover resort for tourists.

The main building of the hotel is so designed that a marine view will be afforded from every guest room. There will also be a group of four bungalows. The hotel will be operated on the American plan with prices moderate.

Noted for its abundance and variety of fish in both summer and winter seasons, as well as for its strikingly beautiful situation on a land-locked bay backed by high cliffs, Guaymas is increasing in popularity with travelers over Southern Pacific's famous West Coast Route to Guadalajara and Mexico City.

WORK: *Sacramento Shops Increase Payroll to Handle New Program for Air-conditioning and Modernizing Cars*

"Say, this new air-conditioning program's a swell idea. I've been off work five months, and now I'm back on the job again. Sure, I think it's great. Course, it'll make train travel more comfortable, and that's important too. Then there'll probably be more business, and when there's more business there's a better chance for jobs to be steady."

John Korich, car builder in Car Shop No. 3 at Sacramento General Shops, offered those comments to a *Bulletin* representative who was taking pictures at the shops recently. He well expresses the general sentiments of all employes now working full five-day weeks at the shops, and particularly the 150 men recently called back to their jobs.

In the complete air-conditioning and car modernizing program for 1936, the Company will spend $1,026,719 on its Pacific Lines and the lines in Texas and Louisiana. Of this amount $620,081 is for air-conditioning of the Company's own cars; $380,698 to modernize and improve passenger cars; and $25,940 for electrical facilities at terminals for air-conditioning operations.

All the work on car re-construction is to be done in the Company's shops at Sacramento and Houston. The air-conditioning will total 118 chair cars, coaches, diners, lounge, and cafe-lounge cars, 75 of which will also be modernized.

In addition to the Company's cars being air-conditioned in our own shops, the Pullman Company will also air-condition a total of 105 standard and 26 tourist cars for use on our lines.

The completion of this program by early summer, will give Southern Pacific a grand total of 588 air-conditioned cars in operation on its lines between the Pacific Coast cities, Ogden, New Orleans, and Guadalajara, Mexico. Of this number 256 will be our own cars, and 332 belong to Pullman Company.

With this additional equipment available, many Pacific Lines trains now only partially air-conditioned, will be completely equipped. These trains will include: Apache, West Coast, Daylight, Owl, Klamath, Shasta and Lark; to supplement the Overland, Golden State, Sunset, Pacific Limited, Cascade and the San Joaquin. Also there will be more cars for other trains.

Work included in the air-conditioning and modernizing of chair cars, coaches, club cars and calls for the equipping of 31 coaches with the same type of de luxe reclining and rotating seats, deeply cushioned and with backs adjustable to four positions, which type of cars have already proven so popular in overnight travel. These cars will also have commodious wash room and smoking room for men, and larger washroom and lounge for women.

In all the modernized cars the interiors will be painted in light colors, rubber tiling will be placed on the floors, except in the carpeted lounge cars, and white porcelain for washrooms which will have hot and cold water.

Outstanding in the modernizing program is the conversion of 9 club cars into air-conditioned lounge cars. Design of the new cars will differ in some respects from the lounge cars now in use. The lounge room, seating 15, will have modern parlor furniture upholstered in frieze plush. Four lower open standard sections, to be used only for lounging, will have the same upholstering, as will furniture in the smoking room. At one end of the smoking room will be an open bar of modern design and fixtures, with buffet facilities in connection. There will also be a barbershop and shower bath.

PICTURES: At work on air-conditioning at Sacramento Shops. Top to Bottom—John Korich, car builder; Wm. F. Long, cutting angle iron with torch; Nicholas LaFranco, sheet metal worker, preparing an ice box; Lionel Walsh, sheet metal worker, forming and fitting air-conditioning ducts; A. J. Shugar and L. Wachenfield, inside finishers.

POLISH: *Thousands of Pieces of Dining Car Silverware Made to Shine Like New in Plating Room at Sacramento*

If you placed end-to-end each piece of silverware owned by the Southern Pacific Company and used on its dining cars and in its restaurants, it would reach to —ask George Lester, foreman of the Plating Room, Sacramento General Shops, and he'll probably answer "To Sacramento."

For eventually practically every piece of silverware on Pacific Lines finds its way to Lester's department, where it is reconditioned, replated, polished and turned back to service brand new.

The Plating Department is one of the activities of a railroad about which the average employe and the general public know very little, writes Lloyd Phillips, *The Bulletin* correspondent and secretary to superintendent of motive power at Sacramento. One does not usually think of railroading in terms of silver-plating or polishing, yet these operations are of utmost importance in the dining car service of our Company.

The average patron of a dining car probably estimates that about eight or ten dozen pieces of silver are used in the car. If you told him, as George Lester would, that there are between eight hundred and a thousand pieces of silver on the average dining car, he might be a little dubious. Yet these figures are approximately correct, and so it is obvious that some means must be provided for taking care of this great quantity of silver.

Forty-five years ago the Company operated only five dining cars, and when one was shopped for repairs, it created considerable interest and was considered a big job. But times have changed. Right now there are thirteen diners in Sacramento Shops being air-conditioned and otherwise generally overhauled. On each of these diners there is much silverware that must be reconditioned, ready for service when the car is released from the shop.

These items, after being checked from the car, are sent to the plating department. Here every piece is inspected and where necessary, repairs are made, dents are removed, hinges replaced and the silverware put in proper condition by a silversmith.

When the silversmith has finished his job, every piece is buffed and passed along to the platers, who clean the articles thoroughly. Then, after passing through several preliminary solutions, they are suspended in the silver plating solution. The silver comes in six by six inch squares a quarter inch thick, and weighs about a pound. One of these squares is dissolved in the cyanide solution. The silver is electro-deposited, copper wire being used for that purpose. The articles remain in the solution from three and a half to four hours, being constantly agitated, until the proper plating is obtained. They are then removed to be finished and polished with a fine wire power brush.

When the proper luster is obtained, the articles are carefully dried and stored until again called for service in the dining car to which they belong, each diner receiving the identical silverware removed from it when the car was shopped.

This routine of keeping silverware in proper condition is followed about every two years. The Pacific Lines has 120 dining cars, 67 being in constant operation on regular trains, so it is easy to understand why George Lester's plating department at Sacramento usually has plenty of work on hand.

His department also takes care of copper and brass plating, and the reconditioning of aluminiumware.

PICTURES: In the Plating Room at Sacramento Shops. Top to Bottom—George Lester, foreman, getting duplicate keys to a diner. There are duplicate keys here for every dining car; Kent Klutz, plater, with silverware to be cleaned; Paul Poissant, plater, cleaning silver with pumice; L. L. Shearer, polisher, who also checks silver in and out of the plant; Anthony Catan, apprentice plater, removing silverware from plating solution.

KEEP IT UP: *Vice President Saunders Is Pleased With Success of New Fast Merchandise Train Service*

FELLOW EMPLOYES:

May I take this opportunity to express to you, through *The Bulletin*, my appreciation for your enthusiastic support and cooperation in securing a maximum amount of freight traffic for our lines.

I doubt if there was ever a time in the history of our Company when we were faced with more intense competition to hold and build up revenues. Since over 70 cents out of every dollar of operating revenue comes from freight traffic, the intensity of this competition vitally concerns all of us.

The unprecedented decline of recent years in economic activities generally reduced the volume of available traffic. Then followed the entrance into the field of other forms of transportation—motor trucks on the highways and vessels on the waterways—to compete for the much reduced traffic remaining.

Intense Competition

These developments, together with the competition of other carriers by rail, brought about new solicitation and service problems calling for the exercise of resourcefulness and ingenuity.

In the "old days," so-called, we had a substantial backlog of non-competitive income, as compared with today when almost every ton of freight we handle is secured against the most intense competition in the matter of solicitation, service and rates.

Therefore, if we are to secure sufficient revenue to meet our obligations we must:

Be resourceful.

Improve our service.

Maintain our service to a high degree of efficiency.

Fix rates intelligently to meet competition.

Have the united and coordinated efforts of all employes.

Our Company is doing a good job in the performance of on-time schedules. During the last year our merchandise traffic, moving over 20,000 carloads, was delivered more than 98 per cent on time. This high standard of performance should influence shippers to use our service with confidence in our ability to perform.

Southern Pacific may well claim to be a leader, and at present is in the forefront, in the establishment of modern transportation, utilizing motor trucks as supplement to our rails through operations of the Pacific Motor Transport Company and Pacific Motor Trucking Company. Our railroad service has been improved to secure the maximum benefit from the coordination

J. T. Saunders, Vice President in charge of System Freight Traffic

of truck and railroad service. In this and previous issues of *The Bulletin*, outstanding examples of this improved service have been dealt with in detail.

Our Company is thus providing a class of service which we can be proud to sell and be assured it is giving satisfaction.

Southern Pacific men should be "salesmen" and not "order takers."

When a large part of the business came to the railroads without effort because it had no other place to go, habits were formed which created in the minds of their patrons a feeling that the railroads were not interested in their welfare or in the performance of satisfactory service.

In those days the railroads consciously, or otherwise, did not "sell" transportation but accepted it. Now all that can and must be changed to meet the new conditions. Every employe who at any time and under any circumstances comes in contact with the public is, or can be, a Southern Pacific transportation salesman and no salesman can prosper who waits for orders.

Chance to Be Outstanding

We want Southern Pacific men to be outstanding in the field of transportation; this means:

Being alert as to where the business can be had.

Being resourceful in getting it.

When it has been secured seeing that the service rendered is satisfactory to a degree that will make a repeat sale easy.

Considering the vast number of our employes who can contact the public, no source of traffic should be hidden from us. Initiative and resourcefulness in securing business must be built up among us all.

I have every confidence in the calibre and ability of Southern Pacific men in whatever department to be:

Leaders in transportation.

Good salesmen.

Of paramount importance in this connection are alertness to new and ever changing conditions and the needs of industry and commerce.

The goodwill and hearty cooperation of officers and employes in the Freight Traffic Department are extended to all of you.

J. T. Saunders

EARNINGS: *Net Railway Operating Income Shows 13% Increase in Ten Months Period*

For the ten months ended October, 1935, Railway Operating Revenues of Southern Pacific Lines amounted to $135,022,898 or $9,432,227 over the same period for 1934, or 8 per cent increase.

During the same period Railway Operating Expenses were $102,793,329 or $6,861,271 over the same period for 1934, or 7 per cent increase.

After deducting Tax accruals of $10,634,486, uncollectible revenue charges of $35,871, net rentals paid for use of equipment and joint facilities amounting to $6,050,427, there was left Net Railway Operating Income of $15,508,785, or $1,841,953 over the ten months period for 1934, or 13 per cent increase.

Net Railway Operating Income is the amount left after paying the expenses of operating the property as shown above. From this must be paid interest on bonds and Equipment Trust notes in the hands of the public, interest on other borrowed funds, as well as improvements to the property and dividends, if any. No dividends have been paid since January 2, 1932.

ANOTHER: *"The Merchant," Fast Freight Established to Serve Sacramento Valley Area*

Add another fast merchandise freight train—"The Merchant."

In continuation of the plan to provide shippers with speedy overnight service for less-than-carload freight from the store-door of shippers in metropolitan areas direct to the store-doors of receivers at distant points, Southern Pacific on November 25 added "The Merchant" to its group of fast merchandise trains to speed LCL shipments from San Francisco and East Bay points, including Hayward and Richmond, to cities and towns in a large portion of the Sacramento Valley.

Merchandise shipments originating in San Francisco and delivered by pick-up trucks of the Pacific Motor Transport to the freight station at the close of the day, are barged across the bay to Oakland where they are loaded into cars of "The Merchant" with consignments gathered from the East Bay cities.

The train leaves Oakland at 10 p. m., and arrives at Sacramento at 1 a. m. Leaving there twenty minutes later. Upon arrival at Roseville 2:20 a. m., sets out Roseville, Auburn and Colfax cars, the last two moving out in the early morning local. It then continues up the east side of Sacramento Valley, setting out cars at Marysville and Chico, and arrives in Tehama at 7:25 a. m.

There the northward run terminates and "The Merchant" crosses the Sacramento River to circle south on the west side of the valley through Corning and Orland to Willows, where it arrives at 8:05 a. m. From there it continues back to Sacramento as a miscellaneous mixed train.

With this service supplementing the operation of Miscellaneous Mixed Train No. 6, merchandise shipments from San Francisco Bay cities are given next morning deliveries throughout the Sacramento Valley as far north as Yreka and Montague.

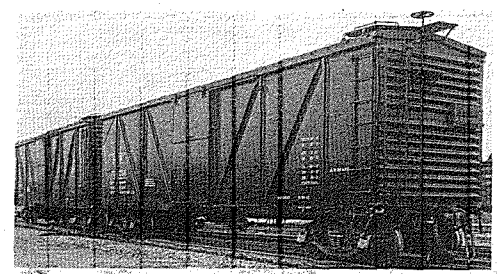
Trucks of the Pacific Motor Transport handle shipments in coordinated rail-truck service from Davis to Elmira, Vacaville, Winters and intermediate towns; from Sacramento to Placerville and points in that area; from Marysville to Oroville, Yuba City, Colusa and Williams; and beginning December 10 from Sacramento to Grass Valley and Nevada City.

Shipments from Sacramento and the Bay territory are handled by rail to Auburn and Colfax to provide deliveries by 8 a. m.

"The Merchant" is the fourth fast overnight exclusive merchandise freight train to be established by the Company, operating in conjunction with trucking and local drayage facilities of the Pacific Motor Transport and Pacific Motor Trucking companies. These operations now include:

1. San Francisco, Oakland and East Bay cities, San Jose, San Luis Obispo, Santa Barbara and Los Angeles; dealings with each other;
2. San Francisco Bay cities to Tracy, Fresno and Bakersfield, with early morning deliveries to a large area in San Joaquin Valley;
3. San Francisco Bay cities to Watsonville Junction, Santa Cruz, Boulder Creek, Salinas, Monterey and Pacific Grove; also to Gilroy and Hollister;
4. The Bay cities and Sacramento to and including Tehama on both east and west sides of Sacramento Valley; with supplemental service east to Colfax, Placerville and Nevada City.

In addition to these Exclusive Merchandise Trains there are the numerous Miscellaneous Mixed Trains and the Coordinated Train-Truck operations, as outlined in previous issues of *The Bulletin*, that expand the Company's improved freight service throughout California, portions of Oregon, and in the vicinity of Tucson.



Two of the 45 freight cars recently re-conditioned at Sacramento Shops for service in the new fast merchandise freight trains. Painted in passenger car color with gold lettering and figures, these cars offer striking contrast to the usual freight cars. They are 40 feet 6 inches long with maximum loading capacity of 125,800 pounds, and are fitted with rolled steel passenger car wheels and latest air brake equipment to meet the requirements for fast train operations.

DIXIE: *Famous Liner Again Ready for Sea; To Resume New York-New Orleans Run Dec. 11*

The gallant S.S. Dixie, whose officers and crew received world acclaim for their courageous seamanship in saving their passengers and ship during the hurricane off Florida coast early in September, will sail from New York harbor December 11.

The regular schedule of sailings will be continued after that date, leaving New Orleans every third Saturday beginning December 21, and from New York every third Wednesday.

Completely reconditioned, and with added recreational and service facilities, the Dixie will offer the finest steamship accommodations for the comfort and pleasure of her passengers.

There will be a swimming pool between "A" and "B" decks; a ten-foot bar will be installed in the smoking room, and a service bar near the pantry for convenience during meals; there will be additional electric fans and individual switches for fans in the dining room; smoking room and library furniture is being improved.

Among the several improved safety devices being installed is a new arrangement for hoisting and lowering life boats. The ship will also be equipped with a Fathometer, which is a mechanical instrument registering continuously the depth of water in which the ship is operating. A new type rudder will save fuel and at the same time increase the speed of the ship.

In reconditioning the Dixie, third class passenger service is being eliminated.

BRIDGE: *S.P. Trains to Have New Route Over Mississippi*

With the opening of the $13,000,000 Public rail and highway bridge across the Mississippi River a mile and a half above New Orleans, on December 17, Southern Pacific's trains will have a new entrance into the Louisiana metropolis, and the car-transfer ferry service will be abandoned. The bridge is the 29th built across the river and is 3,524 feet long, or 4.4 miles long including the approaches.

"KEY" JOBS: *William J. Roundtree*

Points Way for Clerks to Build Good Will

Addressing Lodge No. 30 of the Brotherhood of Railway and Steamship Clerks at Los Angeles recently, Wm. J. Roundtree, division chairman, discussed the important part our public contacts have in attracting business to our rails. *The Bulletin* here reproduces Mr. Roundtree's talk in full. He said:

In the last few years there has arisen a problem in the transportation field which I believe is a matter of concern, not only to the carrier itself, but to the Brotherhood and every one of its members. The solution of this problem may carry the Brotherhood somewhat out of its ordinary sphere of activities but I believe the situation is important enough and the benefits to be derived by members of our organization great enough, to justify the extension of our scope to aid in remedying the situation.

It is well to point out that the rail lines are now but one means of transportation, and economic developments have made the transportation field one of the most competitive. The public is now in a position to go to the carrier giving it the most efficient and courteous service in return for its business.

There are among our members men and women who hold what I might term "key" positions with the railroad. Such are ticket clerks, information clerks, freight receiving clerks, baggage room men, etc. These men come into direct contact with the public and as far as they are concerned they are the railroad. On their quiet, efficient and courteous handling of their positions depends the acquiring and holding of business.

I can truly say from personal observation that many members of our Brotherhood are not, to the fullest extent of their abilities, conducting themselves in these key positions in a manner which would attract more business to the Company, business which creates more jobs for the employes.

Let me give you a few "don'ts" which I believe will help in establishing and maintaining a friendly relationship with the public.

1. DON'T argue with the customer. He may be wrong but you are not employed to tell him so.
2. DON'T fail to be polite and courteous.
   A person may have no intention (and show it) of giving us any business at the present time, but tomorrow it may be necessary for him to ride a train, or ship some freight, and the memory of your treatment will be the deciding factor as to whether or not he will use our line.
3. DON'T be telephone shy.
   The person calling doesn't know or care whether or not it is the other fellow's turn to answer the phone. He wants a **prompt** and courteous answer. See that he gets it.
4. DON'T argue with your fellow employe in public.
   Even if it is "kidding," the customer gets a bad impression of a company whose servants can't get along with each other.
5. DON'T criticize your Company in public.
   You may think you know more than anyone else how to run a railroad, and maybe you do, but when an outsider hears these criticisms, he naturally goes to the company whose employes have a good word for it.

We should be more interested in the success of the Southern Pacific than its management or the stockholders, for we have at stake our economic security. Increase in business means an increase in the number of jobs and increases in pay. If for no other reasons—(these selfish ones)—we should do everything in our power to attract and hold business for the Southern Pacific Company.

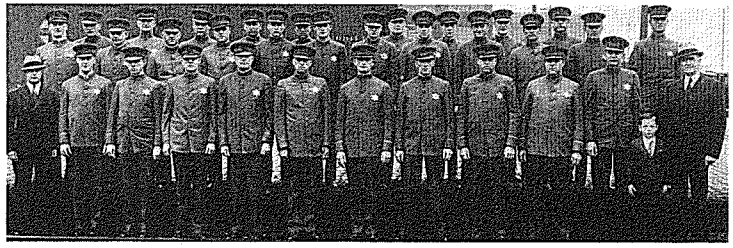
In closing, let me urge every member to make this matter his business not only by exemplifying it by his own conduct, but to urge on his fellow worker the necessity and importance of each of us helping to establish a public relationship of which the Southern Pacific and ourselves can be proud. To me, this is one of the most important duties of the Brotherhood and I call upon each and every member to do his part in making this program a success.

ENGINEERS: *Business and Fun Enjoyed at Dunsmuir*

Locomotive engineers and their wives, enjoyed an excursion to Dunsmuir on October 27, nearly 100 persons making the trip. At Dunsmuir the group was greeted by W. Davis, road foreman of engines, Sacramento Division, and the visitors taken on a 75-mile auto trip to the fish hatchery and the lumber mills at McCloud. Later the engineers held a business meeting while the Ladies' Auxiliary entertained the wives, and in the evening the entire party attended a banquet. Speakers included W. L. Hack, superintendent, Sacramento Division; J. W. Fitzgerald, superintendent, Shasta District; W. Davis, road foreman of engines; F. Reynolds, B. of L. E. legislative representative; Engineer Burbank of Coast Division, and Engineer Starr of Western Division. Mr. Starr, who is a member of the California Bar Association, spoke on Constitutional Law, with particular reference to phases of federal railroad legislation.

BAND: *General Office Boys Play Concert at the Hospital*

The patients, staff and visitors at the General Hospital in San Francisco, were favored with a concert played Sunday afternoon, November 24, by the Southern Pacific Club band. The concert has become an annual affair and the numbers played by the 50-piece band, under direction of Christie Browne, were well received by a large audience.



D. O'Connell (right), chief special agent, with his son; and R. J. Guilfoyle (left), special agent, Third Street, together with railroad police officers called in from many points to assist in handling the football crowds.

Sixteen special trains operated from Third Street Station, San Francisco, for the Big Game at Palo Alto on November 23

BIG GAME: *Job of Handling Crowds to the California-Stanford Football Classic Done With Safety and Dispatch*

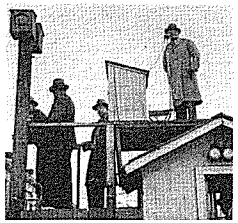
In transporting more than 15,000 persons to and from the Stanford-California football game at Palo Alto on November 23 in the 43 special trains operated between San Francisco, Oakland, San Jose and Stadium Station, Southern Pacific's operating and traffic forces were called on to take care of the biggest concentrated main-line traffic movement handled in several years.

The entire operation incidental to the game, including the handling of about 2500 additional passengers on 13 extra sections of regular trains in both directions between San Francisco, Oakland and Los Angeles, was carried through in perfect safety and dispatch; a credit to the officers and employes responsible for execution of the carefully made plans.

From the time the crowds began to arrive at Third Street Station in San Francisco, Oakland Pier and First and Broadway Station in Oakland, until they were aboard the trains on the return trip from Stadium Station, there was never a moment of uncertainty as to where to go or what train to take.

Placards were conspicuous with directions; station masters and railroad police officers were at every hand to answer questions; extra ticket sellers were conveniently located; and at Stadium and Palo Alto Stations the voice from the public address system could be clearly and distinctly heard, giving explicit directions as to the location of trains and warnings that guarded the safety of persons boarding or leaving the trains.

Sixteen special trains of twelve cars each were operated from Third Street Station over the 31 miles of double track railroad to Stadium Station between 10 a. m. and 1 p. m., carrying 11,295 passengers. Six specials moved out of Oakland Pier between 9:50 a. m. and 11:50 a. m., stopping at First and Broadway and Fruitvale stations, and



Geo. B. Hanson, district passenger agent, at the public address microphone. L. C. Ioas, inspector of train service, and Trainmaster Louis Kocher (head turned) also helped direct the football crowds at Stadium Station.

operating by way of San Jose. These trains carried 3990 passengers.

As the trains were unloaded at Stadium Station they were moved to Mayfield, turned on the wye, and backed out on the Los Gatos Branch until there were sixteen trains parked on that line ready for the return trip.

It was immediately following the end of the game that the biggest part of the traffic job came into play.

Fourteen trains carried 11,795 passengers from Stadium Station to San Francisco. Twelve of these were moved out in the 37 minutes between 4:20 p. m. and 4:57 p. m., an average of one train every three minutes and five seconds, and each train carried an average of 894 passengers.

The six trains operating into Oakland via Dumbarton bridge, carried 3332 passengers.

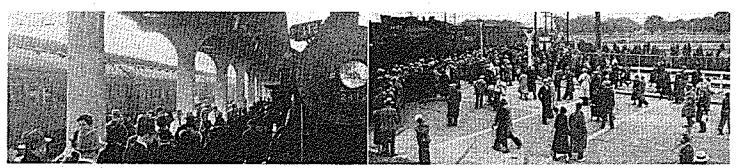
Practically the entire crowd returning to San Francisco and the East Bay cities, was moved from Stadium Station in the 50 minutes after 4:20 p. m., the two trains leaving after that time being for the convenience of the few hundred persons who were necessarily late in leaving the Stadium.

As an indication of the short time used in loading passengers, it is interesting to note that in a period of 39 minutes, 17 trains handling about 14,000 passengers, passed Palo Alto station, a short distance north of Stadium Station, or an average of one train every two minutes and seventeen seconds.

The greatest concentration of traffic was between Stadium Station and Redwood Junction, where a total of 99 regular and extra train movements occurred on the double track between those stations from 7 a. m. to 7 p. m., an average of one movement every 7 minutes for the 12-hour period.

During the 24 hours after 12:01 a. m. November 23, there were 175 train movements on the Coast Division between San Francisco and San Jose, and 125 train movements between 9 a. m. and 9 p. m., including all passenger, freight and light engine movements.

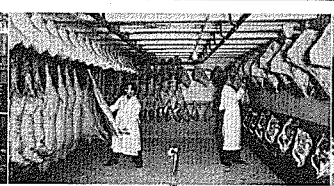
The entire job called for the services of 580 trainmen, enginemen, yardmen, railroad police officers, carmen, roundhousemen, towermen, crossing watchmen, and miscellaneous employes.



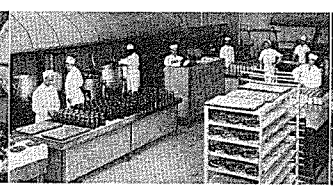
At Third Street Station (left) before the game, and at Stadium Station after the game, showing small portions of the crowds using the special trains to and from the game.

James Fitzgerald, left, and Dave Raulston setting out dining car supplies in the grocery at West Oakland.

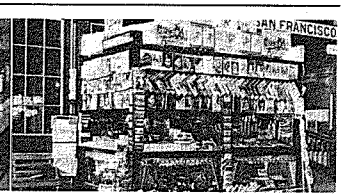
Adolph Grants, barman, liquor stock room, West Oakland, filling out requisitions from dining car stewards.



Frank Ciraula, left, and John Souza in meat box at West Oakland, the Company's largest meat supply depot.



This San Francisco commissary supplies ferry boat restaurants. Many items used in dining cars also come from here.



This news stand at Oakland Pier, is typical of others operated by the Company at its principal stations.

(Continued from Page 4)

cured from diners enroute. The coffee is served from thermos bottles. The low price of the Tray Service refreshments has had a great appeal and sales have mounted steadily.

Up to this point the activities of the dining car department have been pictured as they are revealed to the public. But the work that goes on behind the scenes merits equal attention in an account of railroad catering. Particularly is the purchasing of food and other supplies of prime importance to high class service. Few realize the tremendous task involved in the securing of foodstuffs in sufficient quantity to serve 4,500,000 meals a year.

Keeping up the Supplies

The problem of stocking the dining car department is quite different from that of supplying other departments of a railroad, for in the purchase of ties, rails, etc. the element of perishability does not have to be considered. Commissarial supplies, especially those of a perishable nature, must be purchased, stored at commissaries, issued to diners and other sales agencies, and used within a short space of time, for otherwise there is waste. There must be enough of each article of food on hand at every one of the Company's 93 meal serving units, and the six commissaries, to provide for maximum requirements, and yet there must be no overstocking. This is accomplished through constant vigilance on the part of many employes.

Flour, sugar, canned goods and other dry groceries are obtained in carload lots, stored in commissaries and issued to operating units as required. Meats, fish, fruits, vegetables and other perishables, constituting the major portion of commissarial supplies consumed, are purchased from day to day, in quantities depending on current requirements.

Buyers, whose wide experience and technical knowledge of foods qualify them for their exacting duties, visit the markets daily in San Francisco, Oakland, Los Angeles, Portland and El Paso. Purchasing of meat is given most careful attention. Selections are made at packing houses by the railroad's experts.

Quality and price of fruits and vegetables vary greatly, depending on locality and season. In order to purchase to the best advantage, each of the buying agencies renders a daily report and these reports are studied at the general office to determine where various items should be bought. All sections of the widespread territory served by Southern Pacific are drawn upon for supplies.

Cream, Milk, Eggs, Tested

To maintain the high standard established for cream, milk and eggs, samples of these important products, taken at random from stock, are forwarded to the University of California, Department of Nutrition, where analyses are made to determine qualities. Southern Pacific's dining car department specifies a butter content in cream of 25 per cent, whereas California state laws permit sale, as table cream, of any cream with a butter fat content of 20 per cent.

Some idea of the tremendous quantity of foodstuffs required to supply meals for Southern Pacific patrons is given in the following table of purchases of major items during the first 10 months of 1935:

Beef, 420,549 lbs.; Lamb, 184,454 lbs.; Pork, 86,801 lbs.; Veal, 48,247 lbs.; Bacon, 32,909 lbs.; Ham, 136,390 lbs.; Fish, 131,226 lbs.; Poultry, 102,202 lbs.; Butter, 150,638 lbs.; Cream, 34,469 gals.; Eggs, 128,052 doz.; Milk, 81,302 gals.; Apples, 5,875 boxes; Oranges, 5,929 boxes; Grapefruit, 1,817 boxes; Potatoes, 546,446 lbs.; Ice Cream, 22,501 gals.; Shortening, 137,325 lbs.; Coffee, 115,932 lbs.

Storehouse and Service Stations

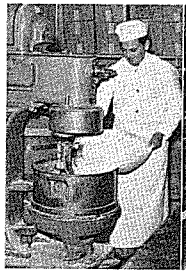
The general store commissary, located at Fifth and Kirkham streets, Oakland, is headquarters for storage of dry groceries, miscellaneous supplies, linen and equipment. Issues are made from this storehouse to various dining car commissaries, the ferryboat and news service commissaries and to station restaurants and railway clubs.

Dining car commissaries are located in West Oakland, San Francisco, Los Angeles, Portland and El Paso, the one at West Oakland being among the largest of its kind. The latter is the "service station" for 40 diners, together with club and lounge cars, operating on the Overland, Shasta and San Joaquin Valley routes, and also supplies various station restaurants and railway clubs.

Ferryboat restaurants and soda fountains are serviced from two sources: namely, the Hyde street commissary at the Southern Pacific Golden Gate Ferries, Ltd. terminal, and the steamer commissary at the foot of Mission street, San Francisco.

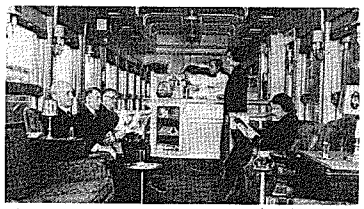
Bakery

Kitchens are operated at West Oakland, Los Angeles and the steamer commissary in San Francisco. In these units, soups, pies, pie dough, mayonnaise, French dressing, and many other items, are prepared for use on diners, ferryboats and in other branches of the service. A bakery is also maintained at the steamer commissary and its products are put to general use. One department of the bake shop prepares mixtures of ingredients, designated "blends." These blends enable cooks to prepare corn muffins, biscuits, hot cakes, etc. by the simple process of adding the right amount of water or milk. This feature of dining car department procedure originated with Southern Pacific.

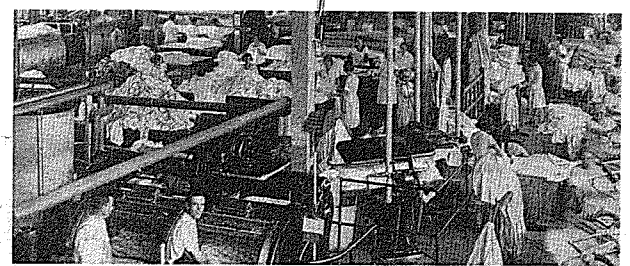


Michael Sergeeff mixing flour blend at San Francisco Commissary.

Fred Wilson at one of the pie ovens in the San Francisco Commissary



Lounge car buffets are operated by the Dining Car Department



Linen for the dining cars is laundried in this plant at West Oakland.

Butchers

Butcher shops are operated at West Oakland and Los Angeles commissaries, and at the Oakland plant there is a sausage manufactory.

To maintain the high standard of its products, the dining car department assigns inspectors and instructors to supervise results at the many service units. All cooking is under the direction of a supervising chef, and a traveling chef is on the road constantly. He enters the kitchens of diners and works with the cooks to give them practical demonstrations.

Five dining car inspectors travel over the entire system. They are, in effect, the eyes of the management and every detail of service comes under their observation.

Another important "behind the scenes" activity goes on at Southern Pacific's laundry and linen rehabilitation plant in West Oakland.

From the start the laundry has turned out approximately 1,000,000 pieces of linen each month. Linen is thoroughly inspected when leaving the ironers to determine the necessity of repair work or condemnation. Linen no longer of use in its present form is cut down or made over into other articles.

Linen Repair Room

For the execution of salvage work there is maintained what is termed a linen repair room. This facility repairs an average of 51,000 pieces of linen per month, in addition to making up approximately 8,000 dish towels, aprons, etc. from bulk material. The laundry and linen repair room requires the services of 75 persons.

The stocking of a diner with clean linen involves taking into consideration the length of the run and the anticipated patronage per meal period, including an allowance for possible emergency use, in case the diner should be held on line. Average equipment for a diner includes 29 different classes of linen, aggregating 2560 pieces.

Although its organization is necessarily complex, Southern Pacific's dining car department functions smoothly and efficiently as the result of perfect coordination. It is proud of its record and has pledged itself to constant effort to maintain leadership in its field.

Notwithstanding the extent of operations of the Commissary Department, it does not contribute any net income to the Company; in fact, it has always operated at a considerable loss. This is due to the number of expensive units of equipment and high class extensive personnel in charge thereof, necessary to cater to a limited number of patrons at reasonable prices. The dining cars, however, are an essential and important factor in the rendering to the public of first-class railroad service as a whole.

ALL HANDS: *Tracy Meeting Reviews Better Service Plan*

More than 200 members of the Transportation and Shopmen's Brotherhood attended a recent meeting in Tracy, at which time Superintendent G. E. Gaylord, Western Division, reviewed the many improvements the Company had made in the handling of merchandise freight service and spoke of proposed changes in passenger service. He emphasized the need for close cooperation on the part of everyone having a part in these train operations to insure perfect performances and best possible service to our customers.

Other speakers included: M. A. Michelson, chief dispatcher; L. R. Smith, assistant superintendent; O. S. York, trainmaster; A. D. Hazlett, general yardmaster, Tracy; T. O. Young, agent, Tracy; and W. Bleick, roundhouse foreman. The meeting was presided over by Engineer J. J. Stine, and refreshments were served under direction of Engineer E. S. Glanville.

KIDS: *Electric Lines Put to Test Handling Berkeley Crowd*

If you have ever been flabbergasted by the sight of thousands of noisy, frolicsome youngsters, you will have some appreciation of the fine work performed by the Company's Oakland and Berkeley electric lines in handling, without mishap, twenty-seven carloads of children to the annual East-West football classic of Oakland High School team held in the University of California stadium November 6.

Plans for handling the traffic were carefully made by the operating and traffic officers in cooperation with school authorities, so that a fairly exact estimate could be made of equipment necessary and arrangements perfected to avoid delays and to prevent interference with operations of the regular electric trains in commuter service.

Three trains of nine cars each were required to handle about 3600 students this year. Operating over the 7th Street Line from Dutton Ave., San Leandro, the trains were run into Oakland Pier and thence to Berkeley, the operation being reversed for the return movement.

SHOES: *Here's Way to Help Prevent 11% of All Casualties to Employes on Pacific Lines*

By A. A. Lowe
Supervisor of Transportation

Eleven per cent of the total casualties to employes on Pacific Lines are toe injuries.

So, when a shoe is designed with a steel cap over the toes that will prevent such injuries, it is important news.

During 1934 there were 585 casualties to employes reported to the Interstate Commerce Commission for Pacific Lines. Of this total 63, or nearly 11 per cent, were toe injuries. Also during the first 10 months of 1935 there were 63 casualties of this kind, or 11 per cent of the total for the period.

Supervisors, recognizing this as one of the major types of injuries, are specializing in urging their men to be watchful in preventing articles from falling on their feet. During the past year many men in all ranks have provided themselves with reasonable insurance against this type of accident by adopting Safety Shoes for wear while on duty, as well as when working around their gardens or automobiles.

In Many Stores

Several leading shoe manufacturers have placed high grade types of Safety Shoes on the market and local merchants carry a stock in nearly every terminal or city where there is sufficient demand. Threlkeld & Co. also offer Safety Shoes for sale to employes in all departments.

The protective value of Safety Shoes results from the use of a steel toe cap of such design and strength as to protect the toes from injury, even though wheels are rolled over the steel cap or heavy articles dropped on it. For example, recently a piece of metal, weighing 127 pounds, dropped 18 inches and fell with a sharp corner on the toe of a Safety Shoe worn by one of our machinists and no injury to the foot resulted.

There are now approximately 300 employes wearing Safety Shoes and reports are reaching us every few days to the effect that they prevented loss of toes or serious foot injuries.

New Pair for Damaged Ones

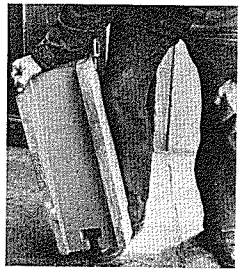
To stimulate interest in this means of preventing injury to employes, the Management will provide during November, December and January, a new pair of Safety Shoes for each employe whose toes were prevented from being injured by the wearing of Safety Shoes while on duty. In each such case the employe should communicate with the head of his department who will gather the necessary information and take the proper steps to arrange for replacement of the shoes, in the event the leather is damaged by reason of some article having been dropped on or run over the safety cap. The damaged shoes are to be displayed at various points as further evidence of the value of protecting the feet in this manner.

It is hoped that all employes in occupations where they are apt to suffer toe injuries, will avail themselves of the protection these remarkable shoes afford, at little or no additional cost to them.

Make This a Safe Month

The year is drawing to a close. Three accidents, responsible for a total of 27 casualties, have seriously affected our record for 1935. Every supervisor and employe should be especially alert during December to avoid accidents, by observing and correcting *unsafe practices and conditions.*

Keep in mind that practically every accident is ***Caused,*** and, as a rule, can be prevented by a reasonable degree of forethought by supervisors and workmen.



Francis L. Sanders, machinist at Los Angeles Shops, would have suffered badly mashed toes when this 127 pound wedge dropped 18 inches onto his foot, BUT he was wearing Safety Shoes and the only damage was to the leather over the steel toe cap, as shown in picture below.

FUEL: *$9,000,000 Spent In Year For Locomotive Uses*

By R. S. Twogood
Assistant Engineer, Gen. Manager's Staff

Train delays and extra stops greatly increase fuel expense.

Fuel, next to labor, is the largest item of expense in railroad operation. The fuel bill for 1935 will be in excess of $10,000,000, of which over $9,000,000 will be burned in locomotives. Many employes may think this item does not concern them. However, a railroad, like an individual, must keep its expenses within its income, and money spent for fuel is not available for pay rolls. So each of us has an interest in helping to guard against the waste of fuel.

Year by year the quantity of fuel required to haul a thousand ton train one mile is being reduced. This proves that team work with everybody working toward a definite goal can produce results.

With the gradual improvement in business conditions, the cost of a barrel of fuel, like other materials, is increasing. This requires greater efforts to keep the fuel expense at a minimum. A saving of 1 per cent, or one out of a hundred gallons, would amount to $100,000 per year.

There are two important ways of saving locomotive fuel. Keeping trains on time is one way. When a train is late the engine is worked harder to regain the time. This takes extra fuel, especially when the delay has to be run off in a short time. Because of varying conditions, it is not possible to give an exact figure for the fuel wasted in running off delays, but about 200 gallons are used to run off a ten minute delay, at a fuel cost now of about $4.30.

If all members of our team will work together—enginehouse forces turn out the engine on time and ready for the trip, yard forces ready for train to leave on time, station forces on the job to handle passengers, baggage and mail, express, train orders, etc., many a ten minute delay at 200 gallons each can be saved.

The second way of saving locomotive fuel is to prevent extra stops or slowdowns. A train is like a fly wheel. It requires much energy to put it into motion and just as much to stop it. A 12 or 13 car passenger train weighs about 1,200 tons. The energy stored up in a 1,200 ton train at 60 miles per hour will do as much work as 48 gallons of fuel oil. This amount of fuel oil would move such a train about 4½ miles on straight, level track. The use of brakes changes this energy to heat at the brake shoes. The fuel cost of such a stop is about one dollar.

Delays and extra stops on a railroad the size of ours cost money. Let's all help prevent them.

"It says here in the paper that Goldstein had a fire in his store last night."

"Vell, he's a good business man, unt a nice fellow, too. He deserves it."

THANKS: *Courteous and Attentive Services Commended by Customers and the Company*

F. K. Slocum and **J. A. Dieves,** conductors, Western Division, are commended by E. N. Dickman of the Oakland Tribune for the efficient and courteous manner in which they handled an excursion of newsboys to Stockton.

"I can appreciate good service when I see it," writes L. A. Bossana of San Francisco, in thanking **W. E. Peck,** agent, Woodland, on the loading of sheep.

C. G. Brown, yardmaster, San Francisco, was "most agreeable and we appreciate the many courtesies of your Company," writes E. L. Turkington, vice-president of Healy-Tibbitts Construction Co.

Mrs. William E. Ilmanen, of Oakland, thanks **Julian B. Moore,** news agent on the San Joaquin for his thoughtfulness. "Several other passengers commented on Mr. Moore's pleasing personality," she writes.

Herman Stern, ticket clerk, Vallejo, gets a nice boost from Samuel Usiak of that city. "He is very efficient, courteous and accommodating," Usiak writes, in commenting on the manner in which the arrangements were handled for a trip taken by Mrs. Usiak.

"I consider the food served on your train the finest and most reasonably priced throughout my trip," Grace J. Kinsey of Jersey City, wrote after returning home from a roundtrip transcontinental journey.

When the travel bureau of a hotel gave incorrect information to John A. Kennedy of Washington, D. C., resulting in baggage being placed on wrong train, **W. J. Fraser,** stationmaster at Oakland Pier, swung into action. Using his automobile, Fraser re-captured the bags at Berkeley station and then got them to First and Broadway station in Oakland in time to make the right train. Mr. Kennedy wrote President A. D. McDonald commending Mr. Fraser for "quick thinking and decisive action."

"Your dining car service was equal to the best and in some instances superior, but with no exception the price was fully one-third cheaper," writes R. E. L. Hutton, of Oakland, after returning from a trip through the Northwest and to the East Coast over ten rail lines.

"Little things go a long way toward building good will," writes C. L. Ziegler of Berkeley, in expressing appreciation for the thoughtfulness of **Harry Moeller,** engineer, Ninth Street Electric Line, in stopping his train to keep from running over dog harness that had dropped on the track.

"I have never received such courtesy and attention in all my travels," writes Mrs. Grace S. Bridgman of Brookfield, Mass., regarding the service of **R. Murdock,** ticket clerk at San Mateo. "A very pleasant journey was due greatly to the very pleasant beginning at San Mateo."

"A lovely luncheon, nicely served by efficient waiters and an attentive steward," writes E. B. Stinson of Hawthorne, Nev. The steward was **W. F. Blair,** and the waiter, **John Woods,** both of West Oakland Commissary.

"I shall always remember with gratitude, the Southern Pacific and the character of its employes," writes Mrs. W. C. Fertig, of Beverly Hills, Cal., in expressing appreciation for the "thoughtfulness of all concerned" when she traveled on the Cascade from Klamath Falls to Los Angeles with her husband, who was suddenly taken ill on the train.

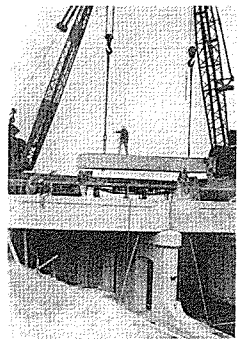
"You may boost that railroad to the skies. Everything was as promised, and more. Couldn't have received better service and attention." Such were the expressions in a letter received by C. E. Lashbrook, of South Pasadena, from his elderly mother, whose trip to Indiana was arranged by District Passenger Agent G. W. Wetherby's office at Pasadena.

Train Baggagemen **D. E. Stinson** and **G. M. Owens,** also **P. R. Witt,** telegrapher; **H. Gustafson,** ticket clerk; **B. K. Harris** and **C. R. Gallet,** clerks; and **C. Pierce,** red cap porter, all of Martinez, Cal., have been commended for courteous and attentive services in assisting to transfer an invalid passenger from one train to another.

". . . he possesses traits of character that make one desire to travel on a railroad," writes Bernard Hemp of San Francisco, in commenting on services received from **W. Summers,** ticket clerk, University Avenue Station, Berkeley.

"Your trainmen were all very nice, but I commend especially Mr. Billing" (**Edwin H. Billing,** conductor, Portland Division), writes Raymond C. Acheson, of Yuma, following a trip from that city to Portland.

HEAVY: *Concrete Slabs for Subway Handled by B&B Gang*



Western Division B&B Gang placing huge concrete slabs in subway under main line tracks in Berkeley.

An unusual job recently handled by Southern Pacific's maintenance and engineering forces, was the placing of huge concrete slabs in position for a subway under the Company's main line tracks at Folger Ave. in Berkeley.

Construction of the subway, which permits the main highway approach from Berkeley to the San Francisco Bay Bridge to pass under the tracks, called for the use of concrete slabs instead of the usual steel girders. The slabs were cast by the contractor near the job, then loaded onto flat cars and moved to the subway site where they were lifted into position by two of the Company's huge cranes.

Largest of the slabs measured 7 ft. 6 in. wide, 2 ft. 10 in. deep, 26 ft. 7 in. long, and weighed about 85,000 lbs.

The job required about two weeks for the railroad gang under direction of F. E. Cooper, B&B foreman, Western Division.

CLERKS: *Group Visits New York on Annual Excursion*

Under the leadership of A. F. "Gus" Gaynor, president of General Office Lodge 890, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes, the third annual excursion sponsored by that organization, left San Francisco November 2 in a special Pullman on the Overland Limited enroute to New York.

The party made headquarters at the Barbizon-Plaza Hotel while taking sightseeing trips in the vicinity of the "big city," the feature event of the trip being the football game between St. Mary's and Fordham. The excursionists were back in San Francisco November 14.

Those making up the party were: Patricia Freeman, Mary Bell, Clo Kirkman, Nan Shea, Anne Reilly, Marion Wiltermood, Mrs. Bernice Heiner, Mrs. Marie Delvey, Bessie Healy, Catherine Harold, Mr. and Mrs. George Trabert, Dudley Mitchell, E. A. McMillan and James Gilbert.

Sunday School Teacher—Can you tell something about Good Friday, James?

James—Yes'm; he was the fellow that did the housework for Robinson Crusoe.—Pathfinder.

PROMOTIONS:

W. T. Andrews to assistant foreman, Electric Shop, Sacramento General Shops. . . . Laurence E. Bauman, boilermaker, El Paso General Shops, to assistant boilermaker foreman. . . . P. T. Garigan, lead inspector, Tucson, to car foreman at Lordsburg, N. M. . . . D. T. Walker, section foreman, Mimbres, N. M., to acting roadmaster, Bisbee District. Douglas, during absence of Roadmaster J. W. McGraw, on sick leave. . . . H. J. Poirier, gang foreman, Car Department, Ogden, to general car foreman, Oakland. . . . Bill Phillips, bridge inspector, Western Division, to assistant bridge inspector of Pacific Lines, headquarters San Francisco. . . . R. E. Mello, head timekeeper, San Joaquin Division, to office of Assistant to General Manager McIntyre, San Francisco. . . . E. P. Temple, steno-clerk, Superintendent's Office, San Joaquin Division, to head timekeeper. . . . Paul J. Scherer, from System Steel Gang, to bridge inspector, Los Angeles Division.

DEATHS:

Josiah F. Lyon, telegrapher, at Los Angeles, Nov. 12, after illness of few days. Had been in service since Dec. 1907. . . . George C. Shepherd, telegrapher, at Lecester, Nov. 15. Entered service in Sept, 1920. . . . Mrs. Angelo Masetti, wife of stay-bolt machine operator, Boiler Shop, Los Angeles, on Oct. 20. . . . Reece W. Pierce, crane foreman, Store Department, Los Angeles Shops, on Nov. 14, after brief illness. Southern Pacific Square and Compass Masonic Club was in attendance at funeral services in Glendale Nov. 18. . . . Mrs. H. A. McCoy, wife of telegraph operator, Phoenix Gen. Freight & Pass. Agent's Office, on Oct. 17. . . . Conductor A. H. Yeck, Sacramento Division, Nov. 1. Conductor John L'Estrange and Mr. Yeck's sister, accompanied the body to Beardstown, Ill., for interment. . . . A. Sundsaky, engineer, Portland Division, on Oct. 25; and Section Foreman Albert G. Adams, on Oct. 31, both having been off work for some time due to illness. . . . Ernest F. Decker, B&B carpenter, Gang No. 16, Portland Division, killed in automobile accident at Hugo.

F. L. Cox, car inspector, Russia, N. M., Oct. 31, after an illness of several months. He entered service June 2, 1923. . . . Mrs. A. W. DePew, wife of passenger conductor, Rio Grande Division, at El Paso, Nov. 12. DePew is the oldest conductor in point of service on the El Paso-Tucumcari District. . . . Morris Brown, age 21, son of Car Inspector Homer Brown of Cloudcroft, accidentally killed while deer hunting Nov. 10. . . . G. G. Butler, former clerk, Douglas, Ariz., Aug. 22 at Portsmouth, Va., where he was employed by the Seaboard Air Line. . . . Richard Kowal, machinist, El Paso General Shops, Nov. 4, at his home in El Paso, following illness of several months. He had been in the Company's service 8 years and is survived by his widow, two sons and a daughter. . . . Luz Epriquez, blacksmith helper, El Paso General Shops, Nov. 4, at Hotel Dieu Hospital, El Paso, from injuries sustained when struck by an automobile. He had been with the Company 17 years. . . . Francisco Amaya, freight carman, El Paso General Shops, Nov. 13, at the SP Sanatorium, Tucson, following an illness of several months. He had been in the Company's service for 23 years. . . . Robert Rogers Blair, roadmaster at Bowie, on Nov. 1. Born in Weatherford, Texas, in 1867, and for the past ten years a resident of Arizona, the last three with his family at Bowie. Survived by his widow, Mrs. Lorraine Blair, and four daughters. . . . William Carter Allen, engineer on Golden State Limited, between Tucson and Yuma, Oct. 26, at Phoenix. He was 50 years old. Began his railroading experience in 1906, with the old Arizona Eastern railroad. Survived by his widow and two sons, John Carter and Leo Bert, of Phoenix. Daniel McEachern, freight car builder,

COURTESY: Life is not so short but there is always time enough for courtesy.—Emerson.

Bayshore, San Francisco, at home Nov. 19. . . . Rollin L. Briggs, yard clerk, San Francisco, Nov. 12, in General Hospital. . . . Mrs. W. C. Thornton, mother of J. C. Thornton, yardman, Carlin, Oct. 24. . . . I. W. Strozier, mail handler, Oakland Pier, Oct. 24. . . . D. M. Burbidge, mail handler, Oakland Pier, Nov. 5. . . . M. Gorham, mail handler, 16th Street, Oakland, Nov. 6. . . . N. Duncan, carpenter, with 17 years' service, died Nov. 10 at his home in San Leandro after a long illness. . . . R. W. Mau, report clerk at the West Oakland Yard office, died suddenly on Nov. 9. He had 17 years' service in various capacities. . . . Dan Keseler, General Office, Freight Claims, on Nov. 2, after a very brief illness. Joe was the popular "Trail Blazer" and leader of the Hiking Club. . . . Frank E. Robbins, clerk at Glendale station, employed Nov., 1910, died at White Memorial Hospital, Los Angeles, Oct. 19. . . . John Swift, car cleaner, Los Angeles, at General Hospital, Nov. 1. . . . Mrs. C. W. McCandless, wife of B&B supervisor, Los Angeles Division.

Pensioned employes who died recently: George H. Baird, foreman, residence Portland, died Oct. 31; Walter C. Beaver, train dispatcher, Stockton, Oct. 25; Frank B. Breck, clerk, Oakland, Oct. 27; Albert B. Dilley, foreman, Dallas, Oregon, Nov. 4; Frank Domingo, car builder, Sacramento, Nov. 14; Michael Donelan, section foreman, Monroe, Oregon, Oct. 29; Andrew J. Johnson, 1st Officer, Berkeley, Oct. 22; Jacob P. Molder, conductor, Sacramento, Nov. 11; Charles C. Tucker, checker, machinist, Dunsmuir, Oct. 25; Oscar H. Slaght, train baggageman, Los Angeles, Nov. 7; Edward C. Smith, blacksmith foreman, Ogden, Nov. 21; William B. Smith, ticket collector, Oakland, Oct. 24; Archibald W. Taylor, clerk, Alameda, Oct. 26.

RETIREMENTS:

Employes whose pension applications were approved at November 22 meeting of Board of Pensions, Relief and Benefits, section laborer, Alazon, Nevada, 30 years 2 months' service; Joseph J. Donahue, car builder, Sacramento, 41 years 2 months; Cedric M. Douglas, agent, Anderson, California, 25 years; James Dozer, crossing flagman, Sacramento, 29 years 7 months; Frank E. Ellis, conductor, Colton, 25 years; James J. Lamperer, assistant foreman, Sacramento, 37 years 11 months; Robert Lingscheid, locomotive engineer, Pacific Grove, 40 years 2 months; Sanford Markland, pumper, Saugus, 28 years 3 months; Will Merriman, agent, Oakland, 46 years 7 months; Hugh S. Rogers, cabinet log scaler, Hillsboro, Oregon, 29 years 11 months; William R. Ward, car inspector, San Jose, 20 years 5 months; Lew H. Wilson, agent, Pacific Grove, 24 years 6 months.

MARRIAGES:

Vincent Paladino, upholsterer, Sacramento Shops, to Mary Louise Guidera, Nov. 10. . . . M. W. Whiteley, machinist apprentice, Sacramento Shops, to Lucile Smith, in Reno, Nov. 5. . . . R. R. Wilbur, machinist apprentice, Sacramento Shops, to Miss Melva Pinto, in Sacramento, Sept. 27. . . . Idola Caponeco, boilermaker apprentice, Sacramento Shops. . . . George D. "Duff" Finlay, sheet metal apprentice, Los Angeles Shops, to Miss Louise Lacosto, Nov. 27. . . . Chas. E. Puissegur, store deliveryman, Los Angeles Shops, to Miss Leona Noble, Oct. 17. . . . Miss Guelda Gross, San Francisco General Telegraph Office, to George Felmer, at Oakland, Oct. 27. Felmer was formerly employed as "Bill" office. . . . Miss Lorraine Keyes to Marshall Wharton, secretary to assistant general freight agent, El Paso, Nov. 9. . . . W. F. Eddo, boilermaker, to Louise Sommen, daughter of John Sommen, switchman at Central Station, Los Angeles. . . . E. Ritz, mine pile driver engineer, San Joaquin Division, Oct. 15. . . . Orrin Gernreich, of West Oakland Yard, late in September. . . . Miss Rose O'Brien, Calculating Bureau of Auditor Disbursements, General Office, to J. Mahler, Oct. 5. . . . Wedding reception was in Alameda followed by honeymoon at San Diego. . . . Oscar "Red" Kurifinke, Jr., Duplicating Bureau, General Office, to Miss Edith Berryhill, Dec. 23. . . . C. J. Pearce, district material supervisor, El Paso District Stores, to Miss Dixie Seeley. Marriage took place in Van Horn, honeymoon at Beaumont and Dallas, Texas. . . . W. S. Clark, joint agent, Deming, made a trip to California in October and returned with a bride.

BIRTHS:

Mr. and Mrs. Jack Mascovich, daughter, Oct. 26. Mascovich is a machinist apprentice, Sacramento Shops. . . . Mr. and Mrs. "Bud" Clarke, daughter, Nov. 7. Clarke is employed on Los Angeles Shops. . . . Mr. and Mrs. Frank Longo, son, Oct. 15. Longo is chief caulker in boiler shop, Los Angeles. . . . Mr. and Mrs. "Dick" H. Lewis, daughter. Lewis is a messenger at Los Angeles Freight Station. . . . Mr. and Mrs. "Peggy" Croupe, daughter. Croupe is R&D clerk, Los Angeles Division. . . . Mr. and Mrs. R. E. Huffaker, daughter. Huffaker is machinist apprentice, Los Angeles Shops. . . . Mr. and Mrs. Roy R. Palmer, daughter, Oct. 22. Palmer is a crane operator, Los Angeles Shops. . . . Mr. and Mrs. August M. Shaver, son. Carwood Mathew. Shaver is engine crew dispatcher, Bakersfield. . . . Mr. and Mrs. A. W. "Lefty" Ende, Jr., son, Oct. 9. Ende is in the Passenger Accounts Office, San Francisco. . . . Mr. and Mrs. C. C. Grimm, Jr., Oct. 29. Grimm is in the General Office Pullman Department. . . . Mr. and Mrs. James J. McNamara, daughter, Marie, Oct. 4. McNamara is in the Auditor of Disbursements Office, San Francisco. . . . Mr. and Mrs. C. Barlin, daughter, Marie, Oct. 4. Barlin is an engineer, Western Division. . . . Mr. and Mrs. Joseph Nelson, son, Oct. 5. Nelson is yard clerk, Yuma. . . . Mr. and Mrs. C. T. Simmons, daughter, Oct. 21. Simmons is a brakeman, Tucson Division. . . . Mr. and Mrs. Burnett C. Crowley, daughter, Nov. 1. Crowley is in the Sheet Metal Department, El Paso Shops. . . . Mr. and Mrs. C. C. Sprinkle, son, Donald Eugene, Oct. 25. Sprinkle is rate quotation clerk, General Freight Office, Los Angeles. . . . Mr. and Mrs. Frank Balaz, daughter. Balaz is a pipe fitter, Los Angeles Shops.

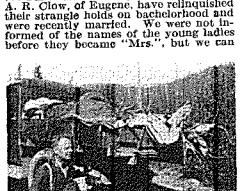
Portland Division

L. W. Johnston, Accident Clerk, Sup't Office, Portland

With the holiday season at hand, turkeys have started to move to the markets. It is anticipated that we will have some 25 carloads from vicinity of Roseburg. . . . When it comes to "Old Timers," the Eugene Station can show its colors. Five employes! A. J. Gillette, agent; M. M. Hollis, assistant agent; George A. Barger, cashier; Leonard "Mike" Gross, baggageman; and I. J. Koupal, warehouseman, have combined service of 170 years. . . . Unprecedented snow fall in the Cascade Mountains and the Willamette Valley in October, reaching a depth of 33 inches at Cascade Summit, caused operation of the snow equipment, on October 31, the earliest since the Cascade Line was opened. . . . We are informed that not only does Conductor B. B. Briggs bring home the limit of ducks from his hunting trips to Siltcoos Lake, but he picks out the duck he wants and lets the rest "go by."

Frank E. Cavender, master car repairer, Brooklyn, was pensioned October 31, with 42 years' service. At a get together of his many friends and co-workers, Frank was presented with an overstuffed chair, reading lamp, smoking stand, pipes, tobacco, etc. and Mrs. Cavender was given a basket of flowers. The presentation was accompanied by talks from General Foreman F. W. Kubler and Federal Inspector George B. Winters, a friend of Mr. Cavender for 30 years standing. . . . A. L. Clem, car foreman, also participated in extending best wishes from friends and co-workers.

J. E. Clark, agent at Roseburg, visited in California and way points. In addition to taking in the Big Bee met such Roseburg employes, including F. W. "Witz" Cantrell, former trainmaster at Roseburg. By the way, Witz was a recent visitor at Portland. . . . If one is to believe in signs, the depression is certainly over, for Machinist Fred Hanson of Eugene recently purchased a new car which he and his family are enjoying very much. . . . Yardman Ed Wedding was in Alameda followed by honeymoon at San Diego. . . . Oscar "Red" Kurifinke, Jr., Duplicating Bureau, General Office, to Miss Edith Berryhill, Dec. 23. . . . C. J. Pearce, district material supervisor, El Paso District Stores, to Miss Dixie Seeley. Marriage took place in Van Horn, honeymoon at Beaumont and Dallas, Texas. . . . W. S. Clark, joint agent, Deming, made a trip to California in October and returned with a bride.



Three hunters went into the hills of Grant County, Ore., and scored three bulls, one rabbit, got their three mule deer. Here is Ray Grate, agent, Tillamook, with his dog guarding the truck loaded with deer. Geo. F. Coats and C. B. Schoen of Coats Lumber Co. were the other hunters.

say they are two "lucky brides." . . . Although A. R. "Hinie" Hine, who has only recently taken up his duties as bridge and building clerk, Portland, thinks nothing of traveling to Eastern Oregon in quest of nodules and agates, we could not get him to gather the pearls of many colors from the roof of the high shed over the passageway at the Union Station. During a recent rain, a rainbow effect was set up on top of this shed, the drops of water reflecting a gorgeous phenomenon. . . . With regret we learn that the Hammond Lumber Company mill located at Mill City has been closed and the machinery, etc. has been sold and will be dismantled.

Engineer and Mrs. H. L. Arey, of Oakridge, are on an extended wedding trip. Friends and co-workers wished them the best of luck and an enjoyable trip. . . . Special Agent A. Stewart, who is "Uncle Albert" to Master Burnell Pankey of Stockton, Calif., a recent visitor at Eugene, witnessed the recent Oregon-Oregon State football game at Eugene, and it is rumored the outcome of that game made Albert an "Uncle" to several of the boys in the office at Eugene Yard. . . . The crew of one of our freight trains had an unusual experience near Jefferson, at which point the highway parallels the tracks. It was noted that a horse was lying in the drainage ditch along the highway and one of the crew discovered that the rider was underneath. The train was stopped and the young lady extricated. She mounted her steed and sauntered down the road none the worse for her experience.

Section Foreman Herb F. Turner, of Mill City, who has had the trout in the various holes along the Santiam very busy keeping themselves out of the family frying pan, has decided to let the fish have some peace. Herb having recently bid in the section at Carlton. We understand that some of the big ones that got away will be well taken care of by Wm. "Bill" Silverwood who holds down the agency at Mill City.

Machinist A. J. Day is building quite an elaborate resting place at Oakridge and expects to occupy it before snow flies. . . . Roundhouse Foreman C. M. Dunn, of . . . H. A. McGaughy, former agent at Deming, and now pensioned, visited in Deming recently, prior to moving to California. . . . H. A. Pritchett, agent, Afton, N. M., who has been on sick leave for some months, has returned to duty. While away he visited his brother in Oregon.

The Mechanical Department is determined to hold the best Safety record on the division. They held local Safety Meetings at Tucumcari, Carrizozo, Alamogordo, Douglas and Lordsburg in October. Each meeting was well attended and numerous suggestions made. The Division Safety Meeting at El Paso, November 11 had the best attendance of any meeting for several years.

Accepting a challenge from the Master Mechanic's office, a bowling team from Douglas, composed of Car Foreman S. L. Kluttz, Car Inspector L. H. Johnson, and Engineer E. L. Klingensmith went to El Paso October 19. The Douglas team, showing great form but handicapped by their star shot-maker, Ike Kluttz, departing a charley-horse, was able to deal out a two to one win, thereby annexing the Texas-Arizona Railroad championship. A handsome loving cup was presented to the winners.

. . . Rosenberg Bros. started cutting shingles in their new mill at Tillamook and expect to commence shipment of about one carload per day as soon as the dry kiln is constructed. . . . Thomas E. Coghlan, car foreman at Roseburg, and O'Connor, water and fuel service supervisor, were retired on pension on September 30, with 26 years' service, was presented with a wrist watch and fine luncheon set by his friends and co-workers. George M. Leslie, asst. chief clerk, Superintendent's Office, made the presentation speech. We join in wishing Tom the best of health and happiness. . . . Helen F. Goddard, stenographer, and Edwin J. Painter, head timekeeper, Portland, were among those recently returning from vacations. Helen took in the sights in California. Ed stayed around home and took short trips.

We are looking forward to a prompt recovery of Charles Enger, section foreman, Brownsville; Lead Boilermaker C. L. Durham and Machinist J. E. Stevens of Eugene, who have been absent due to illness. Mr. Enger is at the General Hospital where he underwent an operation. . . . The annual white fish, or grayling run, from Odell Lake up Trapper Creek to spawn is well under way. The fish move in such great numbers that it is possible with an old bird cage or other contrivance, to scoop up a sack full in a few moments. . . . Wish to take this means of thanking the various employes out on the line for the fine spirit of cooperation and interest shown in submitting these items to their Division Correspondent.

When Samuel J. Dougherty, engineer, Oakridge, Ore., tells a "fish story" he produces evidence, such as this picture of rainbow trout, measuring 12 to 21 inches, he and Morris Wood, also of Oakridge, caught in Indigo and Opal Lakes on our Cascade Line.

Rio Grande Division

Frank McL. Barger
Chief Clerk, Sup't Off. El Paso

J. R. Green, conductor, and J. W. McCraw, roadmaster, Douglas, are in the General Hospital at San Francisco. . . . J. W. Palmer, telegrapher, Alamogordo, is visiting his son at Akron, Ohio. . . . John Scott, estimator in Division Engineer's Office, and Jimmie Sinclair, rodman in that office, are competing to determine who will be the most regular commuter between El Paso and Zaragosa, Mexico over the week ends. As Jimmie has a new car he is expected to come out the winner.

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The Mechanical Department is determined to hold the best Safety record on the division. They held local Safety Meetings at Tucumcari, Carrizozo, Alamogordo, Douglas and Lordsburg in October. Each meeting was well attended and numerous suggestions made. The Division Safety Meeting at El Paso, November 11 had the best attendance of any meeting for several years.

Accepting a challenge from the Master Mechanic's office, a bowling team from Douglas, composed of Car Foreman S. L. Kluttz, Car Inspector L. H. Johnson, and Engineer E. L. Klingensmith went to El Paso October 19. The Douglas team, showing great form but handicapped by their star shot-maker, Ike Kluttz, departing a charley-horse, was able to deal out a two to one win, thereby annexing the Texas-Arizona Railroad championship. A handsome loving cup was presented to the winners.

. . . Rosenberg Bros. started cutting shingles in their new mill at Tillamook and expect to commence shipment of about one carload per day as soon as the dry kiln is constructed. . . . Thomas E. Coghlan, car foreman at Roseburg, and O'Connor, water and fuel service supervisor, were retired on pension on September 30, with 26 years' service, was presented with a wrist watch and fine luncheon set by his friends and co-workers. George M. Leslie, asst. chief clerk, Superintendent's Office, made the presentation speech. We join in wishing Tom the best of health and happiness. . . . Helen F. Goddard, stenographer, and Edwin J. Painter, head timekeeper, Portland, were among those recently returning from vacations. Helen took in the sights in California. Ed stayed around home and took short trips.

We are looking forward to a prompt recovery of Charles Enger, section foreman, Brownsville; Lead Boilermaker C. L.

Sacramento Shops and Stores

Lloyd Phillips
Secretary, Sup't Motive Power

Biggest news in the Machine Shop this month was the fact that Bill Pugh, the golfing foreman of the Machine Repair Gang, did NOT win a turkey in the annual Southern Pacific Club Thanksgiving Turkey Tournament. Inclement weather kept the majority of the golfers at home, and of the faithful who did turn out, Harry Pitman, chief clerk of shops, came home with a bird. . . . After an absence of several years, Cedric Lerlein is back at work in the Drafting Room. He was with the P. F. E. at Roseville for several years, and then went to the General Office in San Francisco. He has been sent to Sacramento for special work on air conditioning program. . . . Wally Glasford, cabinet-maker, has been promoted to lead workman, to assist Foreman George Scott in supervising during the air conditioning work. . . . Failing to hit a deer on his last hunt did not stop Ray Peck from trying his luck on the elusive pheasant. He reports the hunters were thick as fence posts and the pheasants had left for parts unknown.

Walt Peterson, former machinist apprentice, has taken temporary employment with the Railroad Police. . . . Big Bill Smith, molder, spends his spare time on his chicken ranch endeavoring to learn why the hens won't lay, reports D. J. Parenti, molder. . . . Jimmie Buckley, storekeeper, Iron Foundry, and Triphon Radovich, weight clerk, attended the St. Mary's v. Santa Clara football game. The Foundry gang say Jimmie took Triphon along for a guardian. . . . Mrs. Geo. Calvert, wife of "Captain" Calvert, molder, visited in San Francisco. . . . William Wittkop, machine hand, Saw Mill, is back at work after a month's visit to Chicago, New York and points east. . . . One in a million—Harry B. Rogers, car doorsmaker, Saw Mill, still thinks Max Baer is a better fighter than Joe Louis. . . . Sacramento Saw Mill, with Davy Jones, foreman, claims some kind of a record in the fact that they have not had a reportable accident since November 8, 1927. That's really practicing Safety First.

Mike O'Hare, Store Department, is to handle all material on the air conditioning program, and has moved into General Foreman Ray Peck's office. It speaks well for Mike's ability as a hustler that the Mechanical Department requested his services on this important position. . . . Bill Schorn, foreman of the inside finishers, spends week ends at his mountain cabin above Nevada City. Bill started this place as a mining claim, but the home idea appealed more than the gold and the result is a lovely summer home, including storm cellar, rock garden, and all the fixings. . . . A. Kirkaldie, grinder, Brass Foundry, is still in the General Hospital at San Francisco. . . . Candido Azevedo, helper, Brass Foundry, is also taking an enforced vacation due to illness. . . . George Barrows, helper, has returned to work after a few days' illness. . . . Raymond Jones, molder apprentice, has returned from his vacation. . . . Mike Orsi, better known as "Bananas," is back in the Brass Foundry, filling the vacancy caused by transfer of Vince Paladino to the Upholster Shop. . . . The Brass Foundry employes have found that the new wash room makes a splendid card room during the noon hour. Checkers and Pedro are the favorite games. . . . Dewey Hawke attended the football game at Berkeley on Nov. 9.

Marshall Simonds, sheet metal worker, is back at work in the Copper Shop, after several months' lay-off. . . . Joe Bauman, sheet metal worker, enjoys pheasant shooting, and Harold Louis, tinsmith, is in training for duck season. . . . Foreman George Crocker, Copper Shop, has closed his summer cabin for the season. . . . Lewis McCarl and John Abernathy, boilermakers, are still on the sick list. . . . Albert "Greyhound" Landziak is back at work as boilermaker apprentice after his three months' trip to Canada. . . . Geo. E. Fetters, carbuilder, has returned to work after two months in the General Hospital, with high praise for the skill of S. P. surgeons who grafted a thumb on his injured hand. . . . J. Leveque, helper, and E. R. Riehm, Car Shop No. 9, are still in the General Hospital. . . . Charles F. Rankin has been released from the hospital and will return to work December 1. . . . Richard Hodder, helper, Iron Foundry, The Brass Foundry employes have found that the new wash room makes a splendid card room during the noon hour. Checkers and Pedro are the favorite games. . . . John Holder, helper, Iron Foundry, has been released from the hospital, but is still unable to report for work.

Steve Korich, apprentice sheet metal worker; John Enos, car builder; J. L. Donahue, trimmer; E. W. Doyle, car builder; J. Dias, laborer; Charlie Bartucco, carbuilder; Harry Anderson, plater, from the Passenger Car Department, are still on the sick list. . . . Walter White, foreman, Car Pipe Shop, is back at work after a hurried trip to the General Hospital in a baggage car for an emergency operation. . . . No employe can offer as an excuse for not wearing safety shoes the fact that he couldn't get a fit, according to Harry Carroll, Pipe Shop foreman. Having a high instep, Mr. Carroll could not find shoes in the local store to fit him, so the store, at their own expense, had the shoes sent to a shoemaker who inserted a piece of leather on each side of the shoe. Result—perfect fit, and no foot injuries for Mr. Carroll.

John Schu, helper apprentice, C. S. No. 9, opened the pheasant season with a limit of two birds, but Alfred Hughes, flange fire operator, failed to get his. . . . Bill Barthe, general foreman, Freight Car Department, attributes the five quail recently brought home, to his good marksmanship, and the fifty shots he missed he blames on his recent operation. . . . Henry Schmitt, foreman, C. S. No. 9, vacationed at Salt Lake City, Bryce Canyon, Zion Park, Boulder Dam, and the Grand Canyon. . . . Henry C. Lefebvre, electrician, is back from a trip to Florida. . . . W. M. Bristol, Blake B. Kohler, and Julian E. Felkey have been called back to work in the Electric Shop after being laid off for several months.

Following new apprentices have been added to shops: Edward W. Webb, machinist; Herschel L. Jones, boilermaker; Lawrence Salerno, painter; Wyeth Hummel, special; Gene Vicari, blacksmith and Edw. F. Flint, molder. . . . The "C. P. Huntington" is again being fitted up for exhibition purposes. This time the famous old locomotive is being shipped to New Orleans to be exhibited at the opening of a new bridge across the Mississippi river. . . . B. W. Brown, section stockman, Store Department, recently returned from the S. P. General Hospital. . . . Sacramento District Stores soft ball team, with their new shirts and caps, journeyed to San Francisco on October 27 to play a game with the San Francisco General Office gang. With the memory of a previous defeat still stinging them, the San Francisco aggregation rose upon their haunches and tasted sweet revenge. Sacramento went down smiling to the tune of 11 to 5.

The Annual Hallowe'en party given by the Southern Pacific Club at Sacramento, October 26, was a very successful affair. Over three hundred club members, with their families were present. An informal concert, including some of the home talent from the shops, was greatly enjoyed. The drawing for door prizes proved the attraction of the evening. The children were presented with Hallowe'en hats, balloons and blowouts and even the grown-ups seemed to enjoy the favors. Refreshments were served and the evening closed with dancing for the grown-ups. . . . Arrangements for the party were made by O. E. Chappell, tinsmith, President of the Club; assisted by Sam Williams, machinist; Pete Miller, tinsmith; and Frank Ralph, tinsmith.

The Royal Knights of the Erecting Shop, after a siege of long inactivity, recently stepped to the front side of the home of Frank Gillette, chief draftsman, to do honor to his recently acquired son-in-law, Robin Mudgett, attorney-at-law. Mr. and Mrs. Gillette turned the house over to the guests with instructions to go easy on the furniture. Refreshments were served with a percolator. Music was furnished by Tony Municich, Joe Nardella, Mike Glavich and Tony Frank. This Club, organized to take care of trouble, has the following membership: Tony Municich, Joe Nardella, Fred Bazien, Tony Restuia, Henry Mincer, Frank Mahr, M. W. Whiteley, Tony Frank, John Woods, R. Jones, Mike Glavich, Bill White, J. R. Finkenbeiner, Russell Wilbur, R. Wilbur, Gordon Violet, Jack Mascovich, and Ivan Covich.

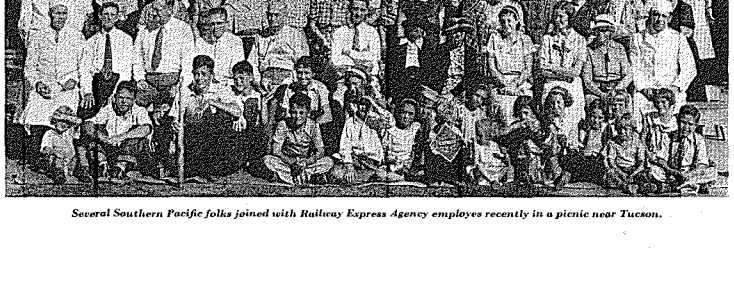
There is a rumor in the Brass Foundry that Tom Verga, chipper, will soon take unto himself a wife. . . . Fannie Shilff, popular requisition clerk, Store Department, has been on all a'flutter for several weeks, has left us to work for a different "firm." His name is Walter Secord, and the marriage is to occur sometime in December. Fannie was given a farewell dinner November 12, when she received a shower of gifts. This event was engineered by the District Stores Office girls and a few other lady friends. A beautiful set of silver tableware from the Stores employes made her feel that the sixteen years she had served the company had also made her many permanent friends.

Tucson Division

Leroy Magers
Timekeeper, Tucson

When you hear a wild cheer denoting a touch-down from the Arizona football stadium, it is almost a certainty that Ted Bland, son of Conductor A. T. Bland, has heaved a forward pass into the waiting arms of one of his teammates. He is considered the best forward passer Arizona has had. . . . Other railroad boys on the University of Arizona Varsity include Roy Wallace, son of Assistant Signal Supervisor Mark Wallace, who is a starting end, and Harry Piper, 226-pound tackle, son of Conductor H. J. Piper. . . . Conductor R. T. Quint boasts of his son Roy T., who is a captain in the R. O. T. C. of the University.

We were honored by a visit from Mr. J. D. Mathews, who was formerly division engineer on the Tucson Division. . . . O. R. Smith, car distributor, was off duty during the past thirty days on account of illness, but is expected to resume his duties in the next few days. . . . Edward La Fee, former section foreman at Sibyl, has been appointed roadmaster with headquarters at Bowie, succeeding R. H. Blair, deceased. . . . H. J. Pennington, former section foreman at Pantano, has been appointed roadmaster at Yuma, succeeding Jack Stewart. Mr. Stewart succeeded B. H. Epperson, who was transferred to Tucson District with headquarters at Tucson. . . . A. L. Pixley, agent at Tucson, gave a talk to the vocations class of the Immaculate Heart Academy at Tucson on railroad topics, creating much interest in the railroad, that the children are now anxious to visit our shops.



Several Southern Pacific folks joined with Railway Express Agency employes recently in a picnic near Tucson.

Western Division

Walter E. Lake
B. and B. Clerk, Sup't Office Oakland Pier

Billie Burke, agent, Martinez, won high honors in the recent Martinez Bass Club Derby, by catching a nine pounder, which brought several prizes. . . . J. G. Davies, our Kirkham St. Station Correspondent, had an exciting morning one Saturday night his home was ransacked and the following Saturday he was rescuing dead and dying from an automobile wreck. . . . Miss Geraldine Martino, charming young daughter of G. J. Martino, left this month for a year's voice training with Nino Martini, famous opera star. . . . Dan O'Connell, of Kirkham St. Station, returned to duty after a long illness. El Becona is reported well on the way to recovery following an almost fatal auto accident. . . . The number of employes at the Oakland-Kirkham St. Freight Station has reached an all-time high, both in the office and warehouse force.

Our sympathies are extended to Miss E. Behrns, asst. head file clerk, whose mother recently passed away. . . . Engineer D. Blankenship has been released from the General Hospital. . . . Engineer P. Burns has returned from a month's trip back East where he and Mrs. Burns took in the sights in the "Big City." . . . M. Prendiville, after serving many years as asst. foreman on the San Pablo Branch, decided to come out on the main line and bid in the Webster Section. . . . Roadmaster O. M. Barlow has 60 men engaged in making extensive track changes and additions at Chevrolet to take care of the increased business at the Chevrolet Assembly Plant. . . . B&B Foreman Ferber is now at Agnew erecting the steel and placing deck for new subway which is nearing completion. B&B Foreman Cooper placed the concrete slab on the deck of the Folger Ave. Subway, Berkeley, which is a new departure from previous practice. . . . In order to take care of the increased LCL business at Tracy, the freight platform has been extended and housed over. . . . New stock corral facilities have been constructed at stockyards to take care of the additional business of the Golden West Meat Co. . . . "Host" Gibson, of the Roadmasters' office, is busy keeping track of the material used and released incident to the track changes at the Chevrolet Plant.

Harvey Potter, head file clerk, that quiet and serene figure, who has served under many Superintendents, continues to wear his sunny smile as he assists it at Calistoga. B. J. Hogan, of the Division Engineer's Staff, still talks football and at St. Mary's games. The Stores employes made her feel that the sixteen years she had served the company had also made her many permanent friends.

A trio of the boys who keep freight cars moving over the tracks in the vicinity of Kirkham Street Freight Station in Oakland. Left to right: Harry O. Deal, engine foreman; Fred C. House and Thomas A. Jack, switchmen.

Bill Schorn, foreman of the inside finishers, spends week ends at his mountain cabin above Nevada City. Bill started this place as a mining claim, but the home idea appealed more than the gold and the result is a lovely summer home, including storm cellar, rock garden, and all the fixings. . . . A. Kirkaldie, grinder, Brass Foundry, is still in the General Hospital at San Francisco. . . . Candido Azevedo, helper, Brass Foundry, is also taking an enforced vacation due to illness. . . . George Barrows, helper, has returned to work after a few days' illness. . . . Raymond Jones, molder apprentice, has returned from his vacation. . . . Mike Orsi, better known as "Bananas," is back in the Brass Foundry, filling the vacancy caused by transfer of Vince Paladino to the Upholster Shop. . . . The Brass Foundry employes have found that the new wash room makes a splendid card room during the noon hour. Checkers and Pedro are the favorite games. . . . Dewey Hawke attended the football game at Berkeley on Nov. 9.

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Coast Division

Russell Green
Sec'ty to Ass't Sup't, San Francisco

If you have ever ridden over a long bridge in a coach with a missing wheel you can appreciate how Conductor Samuel B. Cox felt at Mile Post 3, on November 3. Boarding train 176 at Third Street to report for duty at San Jose, Cox found a derailed coach coupled to the rear and obeyed a hunch to ride it. He was seated over the rear trucks as the train passed over the long Islais Creek Viaduct heading for tunnel 3 when an unusual noise put him on his feet. In the next few seconds he had difficulty keeping his balance, but he managed to stay in one place long enough to get the conductor's valve and stop the train. Inspection showed a broken wheel. A very serious accident was prevented only by the guard rail and Sammy's quick response to the said noise. He was also very helpful in protecting the derailed car so train could proceed. Commendation was made by Superintendent J. J. Jordan.

M. D. Lehrfeld, agent, Burlingame, and E. S. Hopkins, telegrapher, Lompoc, have been in the General Hospital. Vernon E. Pearson, assistant engineer, is back to work after a serious operation. Jane Lane, San Francisco freight office, is back to work and looking fine after a stay at General Hospital. Lena Barba, San Francisco freight office, has not yet been able to report for work. . . . R. W. Bernsdorf, coach builder, San Francisco, has been seriously ill in General Hospital. Engineman W. V. Scott and C. V. McKinney, San Francisco, have just recovered from illness.

Martin Daly, B&B and water service clerk, and Jack Crowley, signal and roadmaster's clerk, San Francisco, have become rabid donkey baseball fans. . . . For information on the when, where and how of clam digging, as well as the matter of "John Law" in that connection, see E. Elliston and F. J. Flocking, yardmen, San Jose. . . . Alma Naylor, San Francisco freight office, has returned for a trip to Mexico City. . . . Jerry O'Connell, engineman, San Francisco, reports the fishing good at Albion in the Navarro River, his best catch being a four-foot salmon. . . . J. H. Hayes, head clerk, motive power, Bayshore, George Isa O'Hara, engine dispatcher, San Luis Obispo, and engineman W. C. McCreagh, F. Sullivan, R. N. Umbertis, D. E. Hinderman and R. A. Preston, all had seats on the St. Mary's sido to root for Assistant Coach Leahy at the recent game with Santa Clara. . . . Mike Negrich, engineman, San Francisco, has the biggest fish story of the month, reporting the catch of a 25-lb. striped bass near Fort Costa after a battle of three hours. . . . Ann Reilly, San Francisco freight office, made the trip to Fordham with the Gaels.

W. T. Haberly, assistant station master, Third Street, reports Felix, San Francisco's most famous cat, is getting too fat to risk his life for the front page. . . . Harry F. "Duke" Kendrick, electrician, North and Berry Streets, recently had the shop taken over by an alley cat with a broken shoulder. The Duke rushed Puss to the veterinarian who says recovery will be complete. . . . The mascot job at Watsonville Junction yard is now held by Susie, who has a friendly canine greeting for all.

Business continues good over the entire division with the merchandise and perishable going strong. Agent A. E. Morgan, South San Francisco, reports a record shipment of fat cattle, 43 cars loaded at Chiloquin, Oregon, 3:15 p. m., October 20, received 2:05 p. m., next day, a record train and run, stock in fine condition.

Paul L. Husson, our Bayshore correspondent, notes that the pick-up in San Francisco terminal has added new faces to the ranks of the yard clerks, Walter

beacon light expert, returned last month from New Orleans, where he attended the Veterans of Foreign Wars Convention as a delegate. . . . T. Goodwin, asst. general yardmaster, is still allbying on that California-St. Mary's Football Game. . . . Ed La Peep and John Wall won prizes at Mc-Fadden's Dance Hall doing the "Minuet." . . . "Spooks" Miller of World War fame, is restless again, as his eyes turn across the sea toward the fracus in Abyssinia. . . . "Stockman" Hornberger plans to enter the Livermore Rodeo, next year.

Hoopner, Joseph Estep, Jack Freeman, with Tom Kelleher and Al Weiss back checking cars at Bayshore, and Ray Cushway, dispatching train crews, vice Ken Young on leave.

E. R. Anthony, retired superintendent, paid his respects a few days ago at Third and Townsend. ERA is looking fine and dandy. . . . R. V. McAllister, retired chief clerk, San Francisco Freight Office, would not tell a fish story on his recent visit at Fourth and Berry. . . . Superintendent's office force wish to thank Ben Leod, carpenter, for his obliging work on the door knob and desk drawers, and Clem Beat, plumber, for efficient radiator valve packing. . . . Walter Paul, engine crew dispatcher, Mission Bay, has the boys puzzled by unexplained but frequent trips to Hollywood.

Cedric Peake has left Watsonville Jct. for his new job at San Luis Obispo. He was night baggage clerk at the Junction and it is going to be difficult to get a man to fill his job, 'cause he was able to reach the top vents from the ground while the ordinary sealer will have to use the steps.

. . . Al Miller, day baggageman at Watsonville Jct., spends his spare time fishing but the fish tales he brings home are larger than the fish any of his friends have ever seen. . . . George Hamlet, agent for PFE at Watsonville Jct., killed a Golf, or some such rare bird, one day last week. At least he thinks he did. The ball hit something moving in the air and neither the ball or the "something" was seen again, so George chalked up a hole in one. . . . Yardman H. H. Osmer, Watsonville Jct., is feeling the pangs of being the father of a football celebrity. His son has distinguished himself on the local high school team, and now Osmer is pointed out as the father of the local hero. Before he became famous, Osmer was just another man, now he lives in the reflected glory of his son's accomplishments—and don't like it.

General Office

Ray J. Dettling, Draftsman
Chief Engineer's Office

Chief Engineer—Maintenance of Way

C. J. Astrue has returned from a ten-day business trip in the East. . . . W. J. Pearson is going great guns on the Sons of St. George Soccer team which leads the Eastbay League. . . . R. M. "Bob" Hadley competed in the Rialto Bowling Alley's House semi-finals in the recent city-wide tournament. . . . F. D. Jeans must have admired Gainsborough's "Blue Boy" before purchasing that new hat. With a golden shirt he would have been "tops" in the California rooting section at the "Big Game." . . . Julius "Philosopher" Medvecsky, who joined in the community purchase of "The History of Lemuria," has finally received his three-dly turn on the book. . . . J. P. Dunnagan must be politically minded—those "Dunnagan for President" cigars have a remarkably pleasant bouquet. . . . Bill Marcus, who has been in Los Angeles doing advance work on the forthcoming Union Terminal Station, was in to say "hello," recently. . . . The chess match staged at Al Humphries' home disclosed that E. J. Cavaney possesses the best set of chess men and that Morris Seifert is the best player. . . . C. M. Kurtz is back from vacation spent in the vicinity of Boulder Dam, with an excellent collection of scenic and engineering pictures. . . . Bill Phillips, recent Western Division bridge inspector and now assistant bridge inspector for Pacific Lines, made his debut in the office a few weeks ago and right off, the "fashion plate" copped the weekly football pool. . . . F. H. Sturken's son George left the sea and is attending a private coaching school; while C. G. "Eddie" Edward's son Bill is a private guitar teacher. . . . Wishes for a speedy and complete recovery is extended to the wife of H. C. Wright.

Valuation Department

Our sympathies are extended to J. C. Michener in the loss of his father. . . . "Larry" Doyle wandered from his southern hangout and paid us a visit. . . . "California Bill" Drum, one of the original burglars of the Stanford Axe, is down to earth since the "Big Game." He and his sidekick are talking sense again. . . . W. J. O'Leary went to Washington, D. C., and no doubt thought up some new contract bridge tricks enroute.

Pacific Fruit Express — Helen Sherwood

L. K. Tambling and family have moved to their new San Leandro home. We hope "Tam" will have "open house" soon. . . . Babe Caldcrella has a recipe for a famous "Button" candy. . . . The PFE girls have been haunting the clairvoyants seeking information on nuptial possibilities and prospects of inheriting a fortune. . . . With football season all over, Monday mornings are not the same for the Bleacher Coaches' Association. Wordy Stinson, grand master of the Association, was near to being ousted on account of his inefficiency in predicting winners. . . . Wanted! A good real estate agent to sell George Culver in selecting the "ideal spot" for his tentative new home. . . . Leesha Straub returned from vacation with stories of "Life on a Dude Ranch"—looks like Elmer will have to buy a horse. . . . Mrs. Sadler and her mother vacationed in Santa Barbara. . . . Famously heard daily: Rush Phillips—"This must go out today." . . . Kelley—"Have you seen the Yuma payroll?" . . . Mr. Archer—"Due today," Stins—"You can't do that," and Roddie whistling "Sweet Mysterios of Life." . . . George Mountford was elected secretary-treasurer of the Pacific Post, Claim Conference.

Auditor Freight Acct. — Preston W. Davis

Leon Hollamon showed typical SP co-operation upon returning to his home to meet up with an intruder whom he held until the police arrived. . . . Irene Troy and Cliff Bacon hold daily conferences over a $2 China dish purchased by Cliff in Vancouver, B. C., last August, but after three months of negotiations with Custom officials, and sending another $2.50 the dish has not been released to Irene. Both vow to purchase American-made goods in the future. . . . E. A. Anderson, of the Revising Bureau, is in Los Angeles temporarily account of the additional work caused by the new "Overnight" freight service in which the waybills are forwarded by teletype. . . . A. B. Carlton, of Eschech Claim, still associates with ordinary clerks despite the aristocratic automobile he is now driving. . . . Among those who have received promotions due to outstanding work in Rate Calculating and Commercial Classes are Bill Gold, Ted Sutter, Lorlouise Symington, and Adele Lo. Advancements were also earned by Ruth Roberts and Ethel Rodrigues. . . . New faces seen in this department are those of Genevieve Gunn and Bill Anderson. . . . A. V. Hill won a beautiful woolen blanket raffled by the Elks. . . . If Ed Goodell doesn't stop scratching his head while calculating those difficult rate problems, he won't have to worry about combing his hair before long. . . . Charlie Allen claims that both touchdowns in the Cal.-Washington game were made directly opposite his seat, but according to Hoylo the scores were tallied at opposite ends of the field. "Yas you do' Charlie!"

Treasury Department — A. E. Paulist

Ted Fitch has returned from vacation at Reno and vicinity but swears he didn't tie the "noose." . . . E. A. Van Wynen promised to cut off at least five strokes from his score during his vacation and break an "eighty." From appearances of his muscular forearm, Van did not spare the divot and must have dug in deep. . . . Harry Bligh, known as the "Pigeon King" in Palo Alto, sure raises fancy squabs. "Lefty" advises that he can get them at wholesale prices—PS: Not an advertisement. . . . The smile of E. Collins is occasioned by California's football this season. . . . Arch Harlan, the Isaac Walton of the Department, fishes and fishes and to date we have seen no results, but he'll get 'em sooner or later. . . . The boys are looking forward to selection of Master of Ceremonies for the Mammoth Christmas Party on December 24. Here's hoping the Exposition Auditorium will be selected for this colossal affair because roominess is of vital consideration.

Equipment Service Accts. — F. W. Morning

Charles Larson and Marvin Harvey are back at work, both having been recent patients of the General Hospital. . . . John F. Lynn's wife recently underwent an appendectomy at an Alameda Hospital and is now getting nicely recovered. . . . With sorrow we announce the death of Betty Wilmeth (Nee Simpson) who was formerly a payroll clerk in this department. She died on October 22. . . . Marvin Harvey is soon to leave the S. P. to continue his gymnastic efforts. Good luck "Marv" in your quest for that teacher's certificate. . . . H. R. Groth, the chief clerk, enjoyed his vacation. . . . Dr. H. R. Huckaba, of the Association of American Railways and well known in this Department, opened the frequent visits in the official capacity of service agent, has joined the S. P. Post No. 412, American Legion. He is also a member of the 40 and 8 Society of Local Vorture No. 27.

Passenger Traffic — L. Mussano

Gerald Miller has returned from Chicago and way points. . . . Frank Johnston retains the undisputed cue championship. . . . "Gallopin' Gus" Inskip insists that the Moragans are the National Champions—(pitching horseshoes—yes). . . . The Department guests, Grady, Marshall and Hart are still trying to pick a winner —time will tell. . . . 'Tis rumored that some of the Chesterfield coeds may take a trip in a game this season. . . . Attendance at the Shrine "East-West" game is the final chance to "make" Cal. . . . Flash—Now that the Rate Bureau has simplified the tariffs which consequently materially reduced the number of desks, cashes and hieroglyphics, the boys are not in a position to utilize the Farmer's Almanac with its traditional keys to phases of the moon and other planetary movements.

Freight Claim — F. A. Kiehne

E. L. Rickey, chief clerk, spent his vacation studying the political situation in San Leandro. . . . A football oddity worthy of mention—Mike Daley with the boy's freshman cap in the rooting section of S. F. U. . . . Elson Jones has transferred to office of Supt. Freight Protection. Recent promotions there were given to Tom Manning, Roy Macomber, Bill Canepa and Lavina Spruance. . . . Joe Mitchell's absence from the recent Lodge 890 Excursion to New York was very noticeable to certain folks. . . . Sympathy is extended to the wife and family of the late Joe Kesseler, who was a real pal.

Asst. to Gen. Manager — Arthur Smith

Ella Brown hopes that by Christmas they will be moved back into their home that was partially destroyed by fire; it would be a little cramped having all the Brown tribe to Christmas dinner in a three-room apartment. . . . The other day the barber asked Lewis Evans if Frank Gorman was his son's nurse boy. Frank, keep your hat on and fool 'em. . . . A hearty welcome is extended by the "gang" in this office to Rose E. Mello, former head timekeeper on the San Joaquin Division, who is a new addition to our "family."

Disbursements — G. D. Frey and Joe Pine

C. H. Vick has fully recovered since his return from the mud baths. . . . E. M. Bodiker is afraid the G. M. O. Bureau will be moved bodily to the General Hospital soon. . . . Lloyd Straw and G. W. Corrigan from God's country (L. A.) were busy here making a recheck. . . . Mary Bell, Cathryn Harold, Clo Birkman and Pat Freeman report the Brotherhood of Clerk's Excursion to the St. Mary's-Fordham Game was a knock-out.

Auditor of Misc. Accts. — Wes Waldron

Al Connelly is in fine trim since moving to Lomita Park—Reason: that daily sprint to catch the "milk train." . . . Wishes of a speedy recovery and prompt return are extended to both Miss Luttlefield and

BULLETINS: *Please Return Extra or Surplus Copies*

To meet the requests for October and November issues of *The Bulletin*, the editor would appreciate having any extra or surplus copies returned to him through RRB mail at 65 Market Street, San Francisco. In fact, please return extra copies of this or future issues, as they can always be used effectively in further distribution.

E. V. Randol. . . . Dave Sample has become an expert elephant hunter. . . . Marion "Kate" Witternmood returned from her trip to New York City with a twinkle in her eye. . . . Ed Zollner brought home some big ones from the recent Bass Derby—yes, large bruises to help Ed remember that Chinese taxi driver for many a moon.

Motive Power — Gene Eagan

"Tis reported a Mountain Type Loco was used to haul Peggy Mitchell back from New York account of the souvenirs and jewelry he purchased. . . . L. E. Barker, Bill Kelly, Frank Leaver, Tom Johnson, Mona Holt, "Doc" Cook, "Hotcha" Griffith, "Thanksgiving" Reinger and F. E. "Father" Russell attended the recent S. P. Rod and Gun Club's annual Hi-Jinks and most of them arrived home within two days. . . . Chas. McClatchy is again in the money since he sold his "hoap." . . . Head filo clerk Geo. Jones is himself again following a recent heavy cold attack. . . . Miss Gladys Stephen nearly won the $400 on Bank Night at her neighborhood theatre. . . . Bill McClain, our official sport reformer, is batching. The boss of the family, Mrs. McClain, is visiting friends in Kansas City. . . . "Merry" Jerry Kelleher has been touring the Divisions securing A. R. A. dope. . . . Just to think that if "Grif" had bet the way he wanted to, he would have been in $50. . . . Michaelus Robulus earnestly tried to pick twenty winners in the football pools contest. . . . C. L. Abrams and W. B. Kelly were in Chicago for two weeks working on A. R. A. Committee matters. . . . E. B. Daley attended the Car Construction Committee's meeting in Chicago and also visited his two sons and sister enroute. . . . Leona Wedde's mother, who resides in Ogden, is visiting in San Francisco.

Stores Department — H. H. Wittekind

Lawrence Bouque attended the football games this year 'cause his son is going to "Cal." . . . Kenneth Burrie, recently from the West Oakland Stores, is a new addition to our staff. . . . Rae Hall is another booster of our General Hospital and we hope that her improved health will last a long time.

Central Timekeeping Bureau — L. Gutfeld

Larea Cayot and Marie Brophy recently visited the San Diego Fair. . . . A hearty welcome is extended to Robert A. Larson and J. L. O'Connell, recent additions to our force. . . . H. L. Regeser and C. L. Wright have safely passed through the siege of cases of pneumonia—had us worried for a while, boys—we're happy to see you well again. . . . L. F. Sherrel is bright and peppy again after a recent illness.

Passenger Accounts — H. A. Nelson

George Trabert and wife, and Bessie Healy spent their vacation in New York which included the Gael-Rams game. . . . J. "Rudy" Reid, T. Zeiss, G. Grebl, C. Tonkin, Phil Hermann, Ned Cuccia and "Frenchy" Miramont have their spectacular touch-tackle football games during the noon hour and have commanded a large audience. . . . The office extends its sympathy to Gladys Jones in the loss of her brother.

Duplicating Bureau — Mabel Olson

Charley "Racehorse" Thomas hated to part with his old flivver but he is gradually becoming accustomed to his noiseless V-8. . . . News will leak out and now it is confirmed that Stevenson Edwards was married to Miss Josephine Gregory at Carson City, Nevada, on June 28th.

Asst. General Auditor — Walter M. Ridgwell

Beatrice "Bee" Heiner took a two week leave to join the Brotherhoods Excursion to New York. "Bee" advises "Save your money and see New York." . . . Vivisectionists include Marie Delvey who visited friends in Chicago; Margaret Mulville to Boulder Dam and Death Valley and Miss Grace McClellan, who took life easy at Mayfield. . . . We hope Antoan "Tony" Adam has a speedy recovery from the ailment which caused his sojourn at the hospital. . . . We welcome to our department, Frances J. McCarthy, Herbert E. Reinhart and Harold Buswell.

Capital Expenditures — A. N. Palen

Miss Eunyce Money, who was severely injured in an automobile accident while on a leave last August, is well on the road to recovery and was recently released from the S. P. General Hospital. . . . "The Seagulls" appreciate the generosity of the Valuation Bureau's "Hearts of Gold" and hope for a continuation of their good work. . . . 'Tis rumored that Allan Schram plans joining the benedicts in the near future. . . . Miss Harrington's search for her lost pet turtle has to date been in vain—maybe a nearby cafe has the answer.

Los Angeles Division

Walter S. Olson
Secretary to Superintendent

Open house at Medical Centre, in Los Angeles, gave opportunity recently to inspect the fine new offices of the Medical Staff in the Oviatt Building. However, after recovering from the spell cast by the pretty nurses, and oohs and aahs at wonderful improvements and many gadgets for the diagnosis and treatment of ailments, we are inclined to want to stay away from the place. Nevertheless, it is comforting to know that there are such unsurpassed accommodations and professional skill at our disposal if misfortune overtakes us.

Carl Norton, clerk in the cashier's office at Los Angeles Freight Station, and family, spent several days of their vacation at Newport Beach salvaging their 16-foot sailboat which had developed a leak while cruising. We have always prided ourselves in having the most versatile employes on the railroad, and this sailboating business is just another example. . . . If suddenly confronted with a group of handsome young men in glittering Inaki uniforms, do not confuse them with military troops—they are the PMT truck drivers all bedecked in snappy regalia.

Chief Train Dispatcher Day resisted the impulse to attend the Automobile Show, fearing the temptation to buy one of the sleek new models might prove too much. Says he has nothing against the old bus, but those acquainted with him know that he's not much given to complaining anyway. . . . With the football season in full swing, Assistant Chief Clerk Taylor becomes buoyant in spirit—except when the wrong team wins. And, unfortunately, he seems to have an uncanny knack at picking losers. . . . "Dick" Lewis, messenger at the Los Angeles Freight Station, is interested in recruiting a baseball team, and would like to hear from anyone at that station who has talent in that sport.

Investigator M. O'Connell has been ill at White Memorial Hospital. . . . Clarence J. Blackburn, passenger car builder, was at the General Hospital. . . . George Browne and Dan Stipo, stevedores at Los Angeles Freight Station, are convalescing from appendicitis operations.

Bert Ballinger, former brakeman on the Coast and the San Joaquin Division, writes from his ranch home near Rosemead, Cal., that he is regaining his health and enjoying the outdoor life. Bert was retired on pension in June last year after nearly 30 years' service.

Red Cap porters who are doing such a good job in looking after baggage and otherwise serving the Company's customers who pass through Central Station in Los Angeles.

Salt Lake Division

Howard E. Watts
Sup't Secretary, Ogden

T. W. Gosling (Mr. Gozzle), general foreman, Salt Lake Trestle, assisted by Rudy Sever and Gerald Robertson, B&B employes, have been operating launches "Padre Escalante" and "Marsh" for the Standard Oil Company in their search for the Air Liner believed to have fallen in Great Salt Lake October 6. Approximately 40 square miles have been dragged in an attempt to locate the lost plane and the co-pilot. Modern equipment, such as radio communication, diver, drag lines and sounding devices are being used.

A. R. McEachern, roadmaster-trainmaster, Mina, is in San Francisco General Hospital. We are hoping to have him back with us soon. . . . Another representative of the Salt Lake Division at the U. S. Naval Academy at Annapolis is J. Woodrow Lewis, son of Engineer John Lewis. . . . The Espee Salt Lake Division Christmas Saving's Club under the direction of G. A. (Bert) Checketts, assistant chief clerk, paid out on Nov. 15 a total of $4800 to twenty-eight members. . . . C. C. Clark, roadmaster; F. F. McNally, bridge inspector; and G. A. Checketts, participated in initiation of the Honorable Abe Murdock, U. S. Congressman, into the Elks. . . . Engineer S. N. Darlington and family have returned from a visit in New Mexico. . . . Engineer E. E. Thurman is convalescing in General Hospital after undergoing a minor operation. . . . Rigoleto Benedetti, son of section foreman, is in the hospital.

J. F. McCuistion, terminal trainmaster,

has certainly developed into a modern day Nimrod and woe be unto the ducks. . . . E. E. Dahlin, watch inspector, tells of a famous old time clock in Montello telegraph office. The clock has been in constant service at Montello since 1907 and has been cared for personally by Mr. Dahlin for twenty-five years. A perfect record for the month of October, neither a loss or gain of a second. . . . Geo. H. Manning, yardman, is in general hospital recovering from an injury. . . . Miss Thora Walker, daughter of Section Foreman G. A. Walker, won a six months' scholarship at the LDS Business College in Salt Lake City. The contest was conducted by the Elko Daily Free Press. . . . October 30 and November 1 there were ninety-four decks of lambs moved from Laws. Agent Gracy is now figuring how he can get them back so he can ship again next year.

David Taylor, of the Mechanical Dept., Ogden, is the proud possessor of many blue ribbons, his Boston Terrier, known as "All The Way," having won top honors at California dog show in Sacramento. By winning three championship points the dog rates the title of Champion and henceforth will be eligible to compete only against other champions. This is the first time a Utah owned Boston Terrier has achieved the classification of American Champion record. "All The Way" competed against 400 other dogs. Dave and his son Leonard started raising dogs and birds, as a hobby several years ago. Leonard now operates one of the largest Pet shops in the West, and says out of 500 shipments by rail he has had but one loss. The outstanding shipment was six prize winning canaries to South America or a distance of thirteen thousand miles.

Train Dispatcher Louis Grubbs is in the Dee Hospital, Ogden, recovering from injuries. . . . A plan is under way to revive the Old Time Christmas Party at Ogden, and bigger and better things are expected. We would like to invite all the former Salt Lake Division office force who left us for Sunny California to be with us on this occasion. May be we could get Geo. Parlow to be Santa Claus again. . . .

D. G. Thinnis, assistant foreman of Pullman Yard, Oakland, and wife, visited in Ogden. Dan, you will remember, was assistant Pullman agent at Ogden. . . . Geo. Snivley, head file clerk, who has been absent account illness for some time, is back in Ogden and expects to be on the job soon. . . . Kathryn McCool, former stenographer in Master Mechanic's office, has been appointed to a secretarial position in office of State Attorney General at Salt Lake City. . . . F. W. Easton, pensioned roadmaster, is visiting in California, bathing his whiskers in the Pacific. Fred is a good swimmer and diver despite his seventy odd years. . . . E. A. Garcia, head timekeeper, and wife, have returned after vacationing at various California points. . . . S. J. Bevan, machinist; Ruel G. Hayden, engineer; and Walter E. Marlin, engineer, have all received grade "A" in respective correspondence courses during October. . . . Mrs. J. K. Armsby, of Ross, California, commends the courteous service and attention shown her by Conductors R. Harlin, G. H. Dobbs and crews, train No. 27, November 3, and also is appreciative of service rendered by Company Surgeon J. R. Morrell.

Sacramento Division

C. C. "Buck" Reeves, Ass't Chief Clerk, Sacramento

W. L. Minor, Dunsmuir—W. H. Birdsall, Klamath Falls—C. L. Chatelain, Roseville

Assistant Superintendent E. F. Nassoiy, Chief Dispatcher O. T. Stackpoole and Agent-Telegrapher H. A. Shields recently returned from Reno where they have been assisting in presenting the Company's side of the 70-car limit case which is being heard in the Courts of Nevada. . . . The Sciots concluded their convention in Sacramento Nov. 9, and several members of the fraternity located in Sacramento met and exchanged greetings with a great many railroad employes from various points in California and from Phoenix, Arizona. . . . Here is one for Ripley—Head Timekeeper J. A. Silva attended the St. Mary's-Santa Clara football game. This is the first time John has ever seen a big game. Since his return from a trip abroad it seems he is willing to take in a lot of activities, and the first thing we know he will be attending dances. . . . Engineer A. A. Cirby, Roseville, attended the Veterans of Foreign Wars convention at Sioux City, Ia.

Yardman Jas. Caravella, Roseville, recently made a trip down the river fishing and was gone two days, but didn't catch any fish. Mrs Caravella (Sugar) had all the luck. . . . Agent G. S. Cryder, Roseville, has returned to his duties after a vacation of two months in the East. . . . Yardmaster M. L. Jennings and Chief Dispatcher D. A. Neelley attended the Automobile Show, and we have it that the Trainmaster will soon be operating a new lizzy. . . . General Yardmaster E. D. Moody and Mrs. Moody attended the Auto Show and a football game in San Francisco, also they went to the horse races. Mrs. Moody says she is going again, she enjoys the ponies. . . . The 2 p. m. broadcast in the Yard Office at Roseville daily between Yardmaster J. Pfosi and J. J. McKay would be well worth any one's time to listen, and we contemplate having some listeners soon.

Engineering Dept. on Shasta Dist. is working on several overhead and undergrade crossings—one at Wall Creek, Oregon, one at Klamath Falls, and one at Red Bluff, coming under the Federal Grade Crossing Elimination Program. At the present time the undergrade crossing west of Klamath Falls is under construction. . . . Mr. J. A. Given, district engineer, attended a dinner at Sacramento given in honor of Walker R. Young, government reclamation engineer, who is in charge of the Central Valley Water Project. . . . Mr. G. M. Taylor, asst. engineer, accompanied by his daughter Virginia, attended the football game at Berkeley, between California and Washington. George formerly played football at U. C. . . . An unusual cold snap hit Shasta District on November 1, temperature at Grass Lake dropping to 18 below, resulting in freezing weather over a considerable portion of the district. Due to this cold snap K. Maekawa, known as George (chef on Car Shasta) lost all of his chrysanthemums. In the past George has been able to produce prize winning flowers. . . . Ferdinand Brown, file clerk in District Superintendent's office, Dunsmuir, was in San Francisco recently to visit his wife, who is convalescing there.

T. R. DeStael, acting agent at Redding, recently received a complimentary letter from George S. Clark, major, 4th Infantry, who is in charge of the Civilian Conservation Corps at Redding, praising the agent for his efforts to arrange for routings and transportation for C. C. C. men traveling in and out of that point. . . . When one of our passenger trains was derailed recently at Lamoine, Louis Reginato, section foreman from Castella, was a passenger and immediately offered his services to the conductor, assisting in rerailing engine and afterwards made careful inspection of track to see that there would be no cause for further derailments at that point. . . . Many employes on Shasta District are enthusiastic sportsmen and looked forward to opening of the duck season for indications are that duck and goose shooting will be exceptionally good this year. . . . W. P. Childers, general yardmaster, Dunsmuir, was one of the successful sportsmen during the past few weeks, getting a nice bag of quail.

Telegraph Department

E. Webster, Ass't Chief Clerk, Sup't Office, San Francisco

For the first time in many months the San Francisco General Hospital is, at the present writing, without a patient from the Telegraph Department. Let's keep up the good work. . . . Dave Davies was released from the hospital recently after being there three months with injuries sustained from a fall off a pole. . . Charlie Smith is back home at Ogden, and expects to return to work the 1st of the year. He has been away nearly twelve months, having been hurt when he fell off a pole. . . . Doug Young and Evelyn (Babe) Cutter, from BD, are getting along nicely at the Tucson Sanatorium. Miss Cutter expects to return to San Francisco soon. An occasional letter from their friends would be most welcome. . . Our congenial Telephone Engineer, Andy Thompson, is back on the job getting ready for the new Teletypes to handle waybills. By the way, transmitting and receiving of waybills over the mux for the "Overnight Fast Freight" between BD and HU is just another job now. It was quite an undertaking at first but everything is now running smoothly and the waybills are reaching the freight office many hours before arrival of the trains. . . . Mae Beach, printer supervisor, sailed November 20 for Australia on a two months' vacation.

"UN" Tucson

Mrs. Gladys Dixon transferred from El Paso to Tucson displacing Mrs. Bessie Ball who in turn transferred to Phoenix displacing Miss Mae O'Clair who will work as relief operator. . . . M. B. Mudge transferred to the office of Chief Dispatcher S. F. Hyde, where he will assume duties as stenographer. . . . J. B. Kitchens, Tommy Morrison and E. K. Ridenour endeavored to bag the elusive deer unsuccessfully and returned somewhat downhearted, with the exception of Tommy Morrison, who says the deer were so scarce even his wife failed to down one.

"H" Sacramento

The dial operated telephone exchange was recently cut over replacing the old manual type board and the new service has been pronounced 100%. . . . Meda Shields, our popular teletype operator, has been on the sick list for the last six weeks and is reported improving rapidly. It is said Reno is a great place for weak hearts. . . . Mrs. Shields is being relieved by Harry Hanson from BD. . . . George Edwards, a newcomer in our ranks, was assigned to the temporary teletype position recently established. . . . Roy Ralston "The Old Man of the Mountain" was a recent visitor to the Sacramento office and he also just had the unpleasant mission of going to Los Angeles on account of the death of his father. . . . Jack Merrill, Sacramento lineman, took a couple of weeks' vacation and visited the bay area. . . . Dave Bowrin, of Colfax, is the proud Granddad of twins, and welcomes a trouble call from the wire chief that sends him to the vicinity of Newcastle where they reside. . . . Archibald Bundy is visiting relatives and friends in "Old" Indiana.

"RO" Ogden

Manager John Buswell went deer hunting and brought back a nice mess of trout. Just another good hunter. . . . Wire Chief Porter will leave soon for the East where he intends buying a new car and driving across country. . . . Bill Warren, of Ogden, and Walter White, of Montello, are again busy on the old line tearing our crows' nests. Crows take particular delight in selecting crossarms for their nests and some of the junk they use in home building is the constant cause of wire trouble.

"SW" El Paso

Manager J. W. Clark hewed his way to recognition as a golfer in an annual tournament at the El Paso country club and is proudly exhibiting a pair of trousers, won as third prize, and it is said the course has been temporarily closed for repairs. . . . Buddy Zierath, our radio amateur, operating station W5DNU, has been spending much effort toward a Class A license in this field and in view of the success with which he has met we feel he will soon be rewarded. Buddy has been able to contact practically every country on the globe with his amateur set. . . . Our new teletype circuit to the El Paso Store is producing excellent results in time saving and we are proud of this new service which helps to speed messages. . . . Warm bright sunshine is still the usual thing at El Paso, in fact so much so that no one noticed the coat of tan recently achieved by your contributor of these articles, R. C. Thompson, printer clerk. . . . Ray Denton, file clerk, just blossomed out with a new-to-him automobile. . . . What's the meaning of all this action with cleaning rags, buckets, brushes and other brightening paraphernalia by Check Clerk Jesus Barrios. Looks like its getting close to Christmas.

"DW" Portland

Lester Bill Hawkins recently took a trip into the wilds of Oregon on a deer hunt and for the first time in several years failed to bag one. . . . J. J. Dillon has completed construction of a short wave radio set and reports contacting every place but the moon.

San Joaquin Division

W. E. Lundberg, Secretary to Sup't, Bakersfield

Engineers H. T. Woodruff and F. D. Humiston demonstrated the efficiency of teamwork when they bagged a "partnership" deer on a recent hunt in Utah. Firing simultaneously, their shots were equally effective fore and aft, one slug striking the deer on the east end (r. r. direction), the other, with malice aforethought, reaching its objective on the west end. . . . Charter members of the local Bakersfield chapter of the American Right of Way Association elected Harry L. Doe of the Southern Pacific, as their first president, at a meeting held October 29 at the Padre Hotel, Bakersfield. Other Southern Pacific employes who are charter members include Frank A. Bartlett, Lee Runyan and C. E. Wykes. According to Mr. Doe, a night school in appraisal, sponsored by the Association, is to be instituted at the local high school. . . . Well wishes for a speedy recovery from officers and employes of the Division go to Signal Supervisor W. D. Pattison.

Harry L. Doe, president, Bakersfield Chapter, of American Right of Way Assn.

Returning empty-handed from a fishing trip offshore from Pittsburg at the mouth of the Sacramento River, Engineers R. E. Hobson and L. Seeger, Firemen W. H. Meyers and F. D. Lowe, Dr. H. W. Bell and Roundhouse Foreman A. H. Johnstone, had nothing but alibis to offer, chiefly that the wind blew so hard that it took all of their combined talents and seamanship to keep the boat from capsizing. . . . Trainmaster and Mrs. C. G. Tandy, of Fresno, vacationed at Pismo during the first two weeks of November. Another vacationist "resting up" after an arduous fruit shipping season was R. B. Donahue, agent at Sanger. . . . Fireman and Mrs. F. L. Weinberger returned from a hunting trip October 21 with a 157-pound four-point stag brought down in the Red Bluff country. . . . Roadmaster T. W. Saul and Section Foreman John Livergood, both of Fresno, have new automobiles.

During the wrecking of Traver station in October, Roadmaster Saul picked up some old carbon copies of reports, one in particular dated Traver, July 3, 1894, and addressed to J. L. F. reading as follows: "Wireman Shannon left his velocipede car on mainline to call in office for message when special west came by at 5.43 p. m. and struck velocipede car breaking same all to pieces. No further damage done that I know of."

Freight and Passenger Traffic Districts

V. L. Arenth, G. F. A. Office, Los Angeles

After adjournment of the recent meeting of Petroleum Institute in Los Angeles, an oil executive tried to get a compartment on one of our trains, late one evening. There were none available and he then phoned District Freight Agent Frizzell, at his home but Mr. Frizzell was not in and his son, Virgil, took the man's name and phone number and after contacting the chart room, secured a drawing room and influenced the gentleman to take the drawing room, which he did with expressions of gratitude and high praise of Southern Pacific service. Thanks, Virgil. . . . Mrs. L. C. Moore, head file clerk, Los Angeles, who has been suffering the past few months from a nervous breakdown, is showing some improvement and we hope to have her back soon. . . . Ralph McGlothlen's and Tom Arnett's hunting spirits are slightly dampened after tramping all day in the rain. Who are we to doubt their word that they brought home the bacon? . . . M. A. Darnall is on his vacation but it is pretty damp to play golf these mornings. . . . Our office got a new coat of paint, and the brighter atmosphere is reflected in the office force.

R. S. Watkins, G. F. & P. A. Office, Phoenix

Arthur F. Runyon, stenographer, Phoenix, has been at his home since Oct. 15 due to illness. . . . G. H. Weathersby, agent at Redock, made a trip to Marana, Ariz., after his office hours, using his private car, to bill out a shipment of cotton. This courtesy resulted in the S. P. getting a shipment of 100 bales of cotton from Phoenix to San Pedro. . . . Henry Payne, secretary to Geo. Bays, trainmaster, Phoenix, turned in a passenger tip, which resulted in the sale of a ticket via S. P. Lines to the eastern territory. . . . George Kennedy is relieving H. A. McCoy, teletype operator, G. F. & P. A. Office, Phoenix, while McCoy is making a trip back to his old home in Iowa. . . . R. A. Greenwade, traveling agent, Phoenix, and wife vacationed on the East Coast. . . . E. D. Rockwell, D. F. & P. A., Tucson, says 45,000 head of cattle have been shipped from the Tucson District during the past month. . . . Football is going over big this season. All movements within this territory and from this territory this season have been by train, having as high as 650 passengers on some of the specials.

F. J. McPhelin, G. F. A. Office, Portland

Severe cold weather conditions in this territory during latter part of October and early November resulted in considerable damage to the unharvested crops of celery, cauliflower, and potatoes produced along our lines in the Willamette Valley. The walnut and filbert crops which are expected to be slightly better than normal, escaped damage and shipments are now on their way to most of the large Eastern centers for the coming holiday trade. . . . Portland's annual automobile show opened November 16, in the building of the Pacific International Livestock Exposition at North Portland and proved successful in every respect.

Los Angeles Shops

Chas. B. MacLellan *Carl G. Randall*

Dave Zeitz, machinist, is back at work after a major operation at the General Hospital in San Francisco. . . . Albert Kasmer has been in the hospital for some time. His condition is slow in improving and he would appreciate hearing from the boys any time. . . . Machinist Albert Seinsoth's son, Bill, has the makings of one of the best left hand pitchers in Southern California. Bill is only 17 years old. He has been signed by the St. Louis Cardinals and will be "farmed" to Springfield, Mo., this season. . . . Joseph Cornelius, boilermaker, is back after an illness of three weeks. . . . Pat. Cronin, oldest boilermaker in the Los Angeles Shops, has been on the sick list for over a month. We are hoping he will be back soon. . . . Should you see a group of new cars driven up to the shops in the near future don't be too surprised. Something unusual may happen any moment. That something is OIL. Several pipefitters have leased their ground to a major oil company for drilling and T. B. Longenecker, boilermaker, has a $\frac{1}{5}$ interest in a well that has struck oil. It will not be on a production basis for some time, but at least the uncertain stage is passed.

John "Honey" Crawford, retired airbrake foreman, was recently married to the daughter of Jim. Burchell, former foreman of the Link Gang. Mr. Crawford is 82 years old and has been pensioned for many years. . . . Mr. Huntley, retired Tin Shop foreman, has recovered from a serious auto accident. . . . William Kutsch, machinist, went to Iowa to bring his father to California to live. . . . Frank Baer, pipe fitter, is out of the hospital but is progressing very slowly from injuries received in a street car accident some time ago. . . . H. J. Swan, tool room, and father of "Pinkey" Swan, machinist, was in the White Memorial Hospital with a stomach ailment. . . . Barney Dunn, machinist foreman, returned from San Francisco after a two weeks' general check up. . . . W. D. Zeitz, general foreman Boiler Shop, took a trip to Vancouver, B. C. . . . Gus Reichert, former district boiler inspector, is recovering from a bad case of rheumatism. . . . George Downs, boilermaker, is the proud owner of a new car.

Los Angeles General Shops has a basketball team which promises to "go places." The lineup: Cox Handy, guard and capt.; "Lucky" Hutton, guard; Ivan Carleson, center; Glen Trammell, and Jack Harrigan (son of the general foreman) forwards. All are machinists apprentices. . . . The Square and Compass Club held its annual election of officers Nov. 1st. Bill Leffert, foreman of mill, was elected president, and Fred Seymour, retired, was elected secretary. . . . Thomas Nash, labor foreman, attended the funeral of a brother in Chicago. . . . Charles W. Golden, section storekeeper Store No. 2, and wife, vacationed at San Diego. . . . John F. Lichtenfels, assistant foreman freight repairs, inspected the Hoover Dam and located a spot for future visits with rod and line. . . . O. B. Schoenky, superintendent of motive power, is back from a brief vacation.

William M. Leffert, mill foreman, and wife, spent two weeks in San Francisco.

All were glad to see Pete J. Mockenhaupt, chief clerk of the Store Dept., back at his desk the first of the month. . . . Ferdinand Dinger, freight carman, was so unfortunate recently in an accident at the Planing Mill as to lose his right index finger. . . . With his face radiant and his whole action showing more pep than customary it was first thought perhaps Alvin G. Anderson, secretary to the superintendent of motive power, was about to announce a new arrival in the family, but just as important was the fact that Mrs. Anderson had returned from an extended visit in the East. . . . C. E. McClintock, clerk in office of the Store Department, and wife, visited Chicago and vicinity. . . . Frank Armstrong, freight carman, who has been absent on sick leave since September, has returned home after visiting in the East, and is feeling much better. . . . Lewis S. Tindall, clerk in Supt. Motive Power Office, and wife visited in Kansas City. . . . Alan K. Maxwell, foreman freight repairs, and wife spent several days in San Francisco.

El Paso Shops

Ellis Crysler, General Clerk, El Paso

J. M. Holt, general car inspector, San Francisco, was in this vicinity the latter part of October in an exultant frame of mind, the reason being he is now a grandfather. The parents of the baby boy, born October 22, are his daughter and her husband, Mr. and Mrs. W. Lovelace, of El Paso. Mrs. Holt and daughter, Jacqueline, were also in El Paso for the event. . . . Andrew Videen, retired machinist, who is visiting with friends and relatives in Sweden, suffered a dislocated collar bone, broken rib and minor injuries in an accident there in August. While on a cycling trip, Andy, who is 72 years old, was struck by a truck. Latest reports are that he is on the road to recovery, and expects to return soon to the "sunny southwest." . . . R. F. Merbeth, sheet metal worker, is back on the job after having a minor operation. . . . J. H. Fine, freight carman, has returned to work, having been at the General Hospital in San Francisco for a check-up. . . . Mariano Castro, sheet metal worker helper, had his appendix removed at Hotel Dieu Hospital, El Paso, the early part of October. . . . W. L. Fluharty, foreman of scrap and reclamation plant, recently returned to his duties. He was off about 30 days following an operation for appendicitis.

Roy Caldwell, machinist helper, has returned to work having been absent since September due to an injury. . . . C. H. Viles, boilermaker helper, was called to Eugene, Oregon, due to the death of his father, October 18. . . . F. J. Gutsch, blacksmith foreman, and Earl Chamberlain, car foreman, recently attended the bi-annual convention of the Association of Supervisors in San Francisco. Mr. Gutsch is system president of the Association and Mr. Chamberlain was delegate from El Paso. . . . George Ferguson, foreman, Store No. 1, El Paso, has transferred to Douglas, as local storekeeper relieving H. B. McMillen who was retired on pension. . . . Harold H. Lawrence, blacksmith apprentice, completed his apprenticeship October 23. . . . Recent vacationers in the Store are H. F. Heintz, stock clerk; Mamie Riley, invoice clerk; Blanche Pearson, secretary to D. S. K., and R. K. Jensen, requisition clerk. . . . The Freight Car Department, is proud of its safety record. They have not had a reportable accident since January, 1934.

Christmas An Opportunity

THE Christmas and New Year holidays will soon be with us. Families will be traveling on our trains back to their old homes, or to visit with friends and relatives. These customers of ours will be enjoying the joyous, happy spirit that characterizes this of all holiday seasons.

Here is a special opportunity, we are reminded by Superintendent J. D. Brennan of San Joaquin Division, for us to prove to our customers that Southern Pacific is truly a friendly railroad. "It is the season of the year," he says, "when we should be particularly alert to do the little, thoughtful, unsolicited favors that are so greatly appreciated. Give our passengers a trip that is delightful and pleasant; one distinctive for sincere hospitality and courteous attention. And in return we will make more friends for ourselves and our Company."

In addition to the passenger business, our mail and express services will be burdened with the last minute rush of Christmas packages; and our new fast merchandise freight trains will be loaded with shipments for quick delivery.

With it all, there will be opportunity for every railroader to have a personal share in adding the attribute of efficient service to that of friendliness.